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376 • October 2004

# Easyriders

# BIKER TATTOOS
## Redwood Run

# A PIRATE'S LIFE: SCALLYWAG
## Chopper Matt's 2004 Black Pearl

# LACONIA RALLY
## The Oldest And Still The Best

# MOTOR MADNESS
## Guide To Drivelines

# Big Dog's 10th
## Anniversary Party

## David Mann's Fine Art Prints

# WIN!
## J&P CYCLES' BUILD-A-BIKE

## Lucky's Choppers

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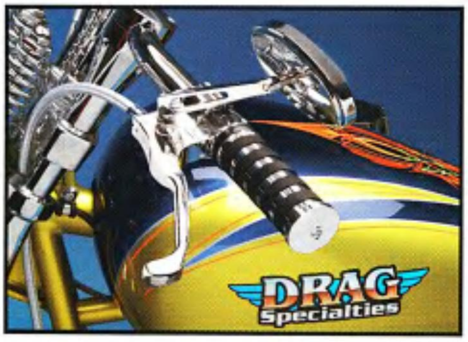
# RETRO INTO THE FUTURE

Built by KC Creations
Painter: Scott Thomas
Graphics: Keith Hanson



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# TakingItEasy

Did you know that: The cruise speed of an albatross while asleep is 25 mph (they can doze and fly); the fastest moving land snail bumbles along at 0.313 mph (and that's full speed, mind you); on average the miles per year that **Heinz ketchup** pours from one of the old-style glass bottles is 25 mph (remember, that's per year).

A town in New Jersey spent years complaining about government failure to rehabilitate the rundown neighborhood. So finally the state and federal governments sent cleanup and restoration money to them so they were able to get the job done. But then the residents complained that the **community was looking too good** which would raise property values (and taxes) and force many longtime residents to leave. (If it isn't one thing, it's another, as one of our guys here said the other day.)

A wired-up (for suicide) bomber in the Gaza strip, on his way to an assignment, was accosted by two Palestinian street thieves and decided he **might as well detonate early** and take the two men with him. (Now there's a guy with a good head on his shoulders—well, not really 'cause it's not there any more.)

One could question this guy's brainpower. He wanted to commit suicide by crucifying himself after seeing the film *The Passion of Christ.* So he built a wooden cross, put it on the floor and nailed one hand to it. But then he realized he was **unable to nail his other hand** to the board so he called 911. (The officer who arrived at the scene said he wasn't sure if the call was for an ambulance or for someone to come help him nail the other hand.)

A man was charged after police found him acting suspiciously in front of a bank. The only real evidence of his intention was **a note in his backpack** that said, "I want $10,000 in $100 bills. Don't push no buttons, or I'll shoot (sic) you."

More strange laws: In Illinois, the law is that a car must be driven with the steering wheel. In Tennessee it's against the law to **drive a car while sleeping.** In New York it's against the law for a blind person to drive an automobile. And in Louisiana a bill was introduced years ago in the State House of Representatives that fixed a ceiling on haircuts for bald men of 25 cents. Gotta add this one: In Kentucky it's the law that a person must take a bath once a year.

He was sentenced to three years in prison for trying to pass a fake U.S. Treasury check for $25 million at a credit union in Pittsburgh. According to the prosecutor, he's a member of the "Moors" separatist group that supposedly believes that each American is endowed with a **secret government account** worth around $600,000 based on a theory that when the U.S. went off the gold standard in 1993, it began backing its currency not with a precious metal but with the prospective labor of its citizens. (Because the Moors are smarter than everyone else, only they know about these secret accounts and can thus buy and sell them.)

There's a yearly Easter festival custom on a Greek isle whereby townspeople from two churches stockpile small rockets (about 25,000) and fire them at each other's bell towers on Easter morning while parishioners are inside for services. In anticipation the churches' windows are boarded up. As in previous years, this year's **misguided rockets** started fires in nearby houses, but unlike in some years, there were no deaths. (I guess you could say it was a good year?)

A man walked into a convenience store and demanded money from the open cash register. But to his surprise, the cashier slammed it shut and said, **"NO."** Not believing the cashier wouldn't give in to his demand, he tried again. But, again, the cashier said, "No." And then yet again. So what did the would-be-robber do? Pull a gun? Leap over the counter and grab the cashier by the throat? He walked out.

The Treasury Department's agency that investigates illegal financing across U.S. borders was revealed to have **only four agents** working on money traceable to Osama bin Laden and Saddam Hussein, but 21 agents working full-time on violations of the U.S. embargo of Cuba. (Follow the money, boys. Maybe Michael Moore is right.)

Here are some gems from high school essays that got my day off to a good start:

"Her vocabulary was as bad as, like, **whatever."**
"He was as tall as a 6-foot-3-inch tree."
"The revelation that his marriage of 30 years had disintegrated because of his wife's infidelity came as a rude shock, like a surcharge at a formerly surcharge-free ATM."
"McBride fell 12 stories, hitting the pavement like a Hefty bag filled with vegetable soup."
"John and Mary had never met. They were like two hummingbirds who had also never met."

Soaring funeral prices in Germany have opened markets for cost-saving services, including a business in sending loved ones' bodies to Poland, Slovakia and the Czech Republic for disposal (known in the trade as "corpse tourism").

A 40-year-old man and his 16-year-old son (who was carrying a shotgun) were walking home when they decided it might be a good idea to rob **some passing pedestrians** of their beer. A fight broke out resulting in the beer remaining in the pedestrian's possession and the son accidentally shooting his father. (Crime really doesn't pay.)

Fresh from our "Weird Fish File:" There's a "deep-sea angler fish," with an odd sex life. According to an aquarium curator in Australia, "The female is the size of a tennis ball. It has big savage teeth and a rod lure off the top of her head with a glowing tip to **coax in stupid prey."** The male "looks like a black jellybean with fins." The mating male bites into the female's side, drinks her blood and gives her sperm. Their flesh eventually fuses together permanently. The curator said, "They have found females with up to six males attached."

# Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 376 • OCTOBER 2004

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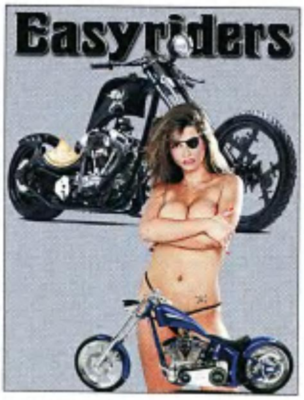


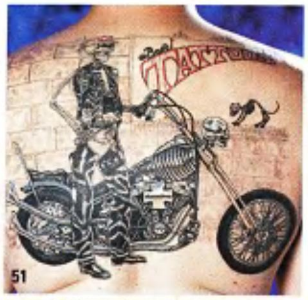


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**Chopper Matt's Scallywag shot by Mike Lichter. Lucky's Choppers by J. Warren. Lovely Laurie by Mike Chase. Special imaging by Daniel Ferguson.**

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# WordMonger

## Paint Smeared?

Not too many things compel me to write and complain but this did it.

I was going through the July '04 issue, flipped to Page 56, and checked out Thunder Cycle Designs' transition machine. Is it just me or is that paint all smeared up? I can't believe the photos were published like that, and on the fold-out page so you can easily see it. It's all right for the model to straddle the bike for poses, but at least wipe down the damn thing before clicking pictures.

There, I feel better now. Love your mag anyway.

Kevin Morris
El Paso, Texas

*Those are boob marks from when the model hugged the bike's tank. No other motorcycle magazine gives you boob marks, man.*

## Wouldn't Change A Thing

Being and avid reader and rider for over 30 years, I wouldn't change a thing about your magazine or "The Reel Deal" bike. You both have had a little more experience in your chosen field than me, although I do know what I like.

Is the name on the rear fender of the bike "Arrivederci"? In the specs the paint is called PPG "arrivederchee" red. Is one a nickname for Mario? What is the reason for the different spelling?

Thanks for the years of information and laughs. Keep up the good work.

Gary
Atascadero, California

*The spelling on the rear fender is correct. Dave Perewitz filled out the tech sheet and spelled Mario Andretti's famous paint color phonetically as a joke. Get it?*

## Lane Splitting

Read a letter from Troy in the July issue ("Wordmonger" column) regarding lane splitting and was wondering why this info isn't included in your "National Law Chart" on Page 34.

If it wasn't for a buddy telling me I can't lane split in Nevada and Arizona during Laughlin Bike Week, I would have gotten a ticket for sure, since I lane split all the time in California. When I came home, I discovered that a friend actually did get a ticket for that because she didn't know she couldn't do it.

Looking at the "Helmet Law Chart" I see there are two columns with only two entries out of 50! This is much more important than passenger age limits or radar detection laws (who has a radar detector on his bike?). Those columns are blank for 48 states! Heck, you can just combine that column into one somehow or just make the columns narrow.

Alan Shaw
Marina Del Rey, California

*This guy makes me want to start "happy hour" early. You could also check with the AMA or your local SMRO for the info...as we suggest you do next to the title.*

## The Museum That Runs

I just wanted everyone to know about this great little museum in Maggie Valley, North Carolina. The place is called Wheels Through Time. It has motorcycles and vintage cars from 1909 to the present. My husband and I went there when we were visiting Cherokee, North Carolina, and loved it so much we had to share it with the rest of you.

Here's their Web site for more info: www.wheelsthroughtime.com.

Stacy Pritt
Copperas Cove, Texas

## Bobbers

I'm a longtime reader and eagerly await each new issue. I was psyched to see the "Bobbers Are Back" feature but wanted to mention a shop that was left out of the lineup—Flyrite Choppers. They build awesome old-school bobbers and at a price that a working man can afford. Hope to see a feature on this great new shop in a future issue.

Thanks again for putting out such a great magazine.

Bruno
Cyberspace

## A Functional Ride

I really enjoy seeing all the changes and customization of the motorcycles in the "Readers Rides" section. I have a 2002 Road King that started life as a blue and silver off-the-shelf bike. After much debate on getting a custom bike, I came to realize I don't have enough free time to justify two bikes. Besides, the Road King is great for long rides and weekend trips. So I decided to try to accomplish both by changing the Road King into a sharp and functional ride.

Attached is a photo of my bike and good friend Tania.

Al Rosso
Richmond, Virginia

## Redneck Jake Speaks

This is in response to a letter in the July "Wordmonger" column. King writes, "...go fucking buy a damned Honda and leave the real bikes and mags to the real men, bitch."

To everyone who has that mindset, FUCK YOU! Some of us can't afford to dump $20,000 or more on a Harley or some kind of custom bike. You want to see a bike? Look at the photos of my Honda. Yeah, that's right—that's a diamond plate aluminum seat. I did that because that's the shit that sets the men apart from the boys, not the kind of bike you ride!

I've been reading this magazine for a long time and appreciate all the bikes and all the builders, readers and riders who make every ride and every issue great, but if you can't handle riding with me because I don't have some expensive bike, kiss my ass.

Redneck Jake
Bristol, Wisconsin

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Pull the sweeps and come about starboard Mateys, for this seaworthy tale begins and ends with *pirates*, sez I! What biker doesn't like those rogues of the high seas and doesn't identify with their scallywag ways? Chopper Matt, recipient of *V-Twin* magazine's Best Bike of 2003 for his amazing Devil's Cadillac, has truly struck doubloons again with this piratical putt. Matt wanted to follow up his Devilish ride with a daring chopper that screams, "Take no prisoners!" on the bike show circuit.

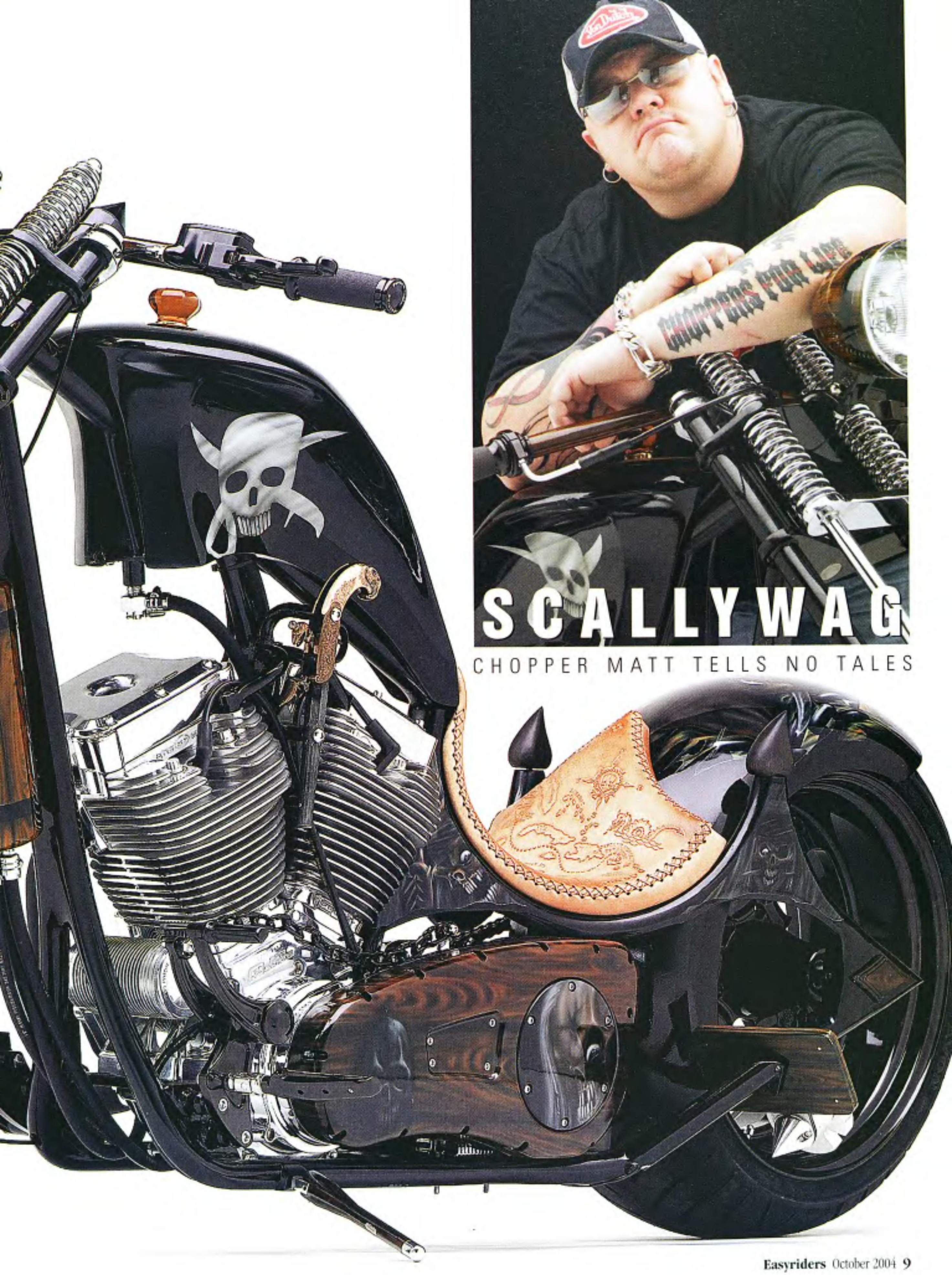
The low-slung chopper, affectionately known as Scallywag, began as a dream between yours truly and Chopper Matt. Ye see, the good captain was looking for ideas for a bike that would come alongside all others at the Easyriders Columbus Bike Show and blow them out of the water, yar!

Both Chopper Matt and I love pirates and have seen the film *Pirates of the Caribbean* at least a dozen times. When the time came to pick a theme for this rowdy rigid, we simply looked at each other with a snarl and said...PIRATE!

The first buccaneer to sign on to this voyage was Rick "Blind Pew" Rolson of Xtreme Machine. Rick drew up a fitting skull and crossed daggers (the black flag of Captain Jack Rackam back in the day of skullduggery) and created the bike's signature wheels.

The next to join our Brotherhood of the Coast was "Peg Leg" Erwin of Diamond Chassis. Known for supplying Billy Lane, Denvers Choppers, and many other top builders with the coolest frames on the seven seas, Erwin whipped up a drop-seat rigid capable of shivering many a timber.

The wicked springer front end could only be hand-hewn by Lord Mondo "Bondo" of Denvers Choppers. S&S Cycle provided the bulletproof 124-cubic-inch monster that breathes fire into the beast and Bert "One Eye" Baker came up with his now legendary Drop Starter Slam Clutch to get all that power to the pavement.



# SCALLYWAG

## CHOPPER MATT TELLS NO TALES

Wanting to keep those wild wheels as clean as possible, Chopper Matt sent word to Russell "Mohawk" Mitchell of Exile Cycles for one of their Sprocket Brake Systems. Performance Machine provided their sleek Contour hand and foot controls for just the right touch of class. Then Matt went to work looking for pirate plunder to adorn this black ship.

Matt found a genuine pirate flintlock pistol for the motor mount on eBay and the jewel which covers the gas fill is actually a door knob from his grandma's house. The barrel 'o rum oil tank was handmade by Kevin "Redbeard" Alsop of Big Bear Choppers. Matt fashioned a battery box that looks like a small treasure chest as well as the chopper's Jolly Roger gas tank.

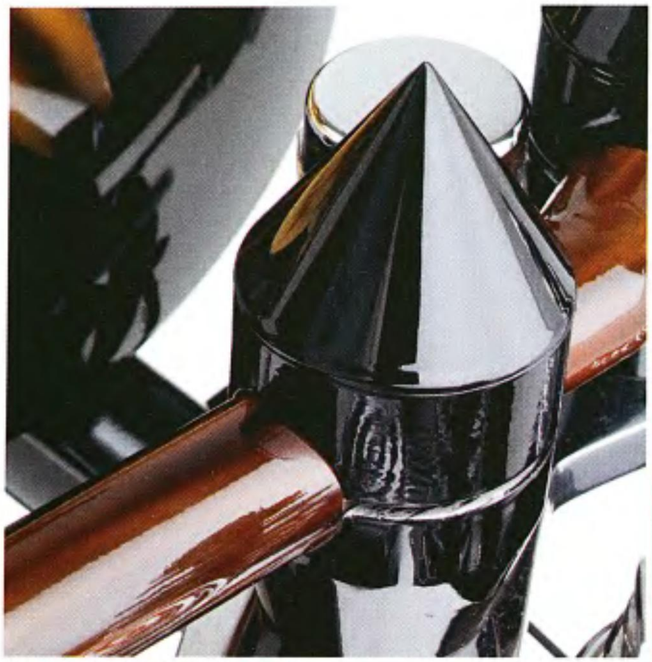
When the time came to careen the hull of this black pearl, Matt chose "Keelhaul" Ken from Vex Kustom Paint of Elwood, Indiana. Known for his ability to convey gruesome undead skulls and the like, Ken watched *Pirates of the Caribbean* many times, drawing the film's zombie pirates all over the bike. In the movie, Captain Barbosa hisses, "The moon light shows us for what we really are." And Ken no doubt painted the House of Kolor hues in direct moonlight to get every horrid detail just right.

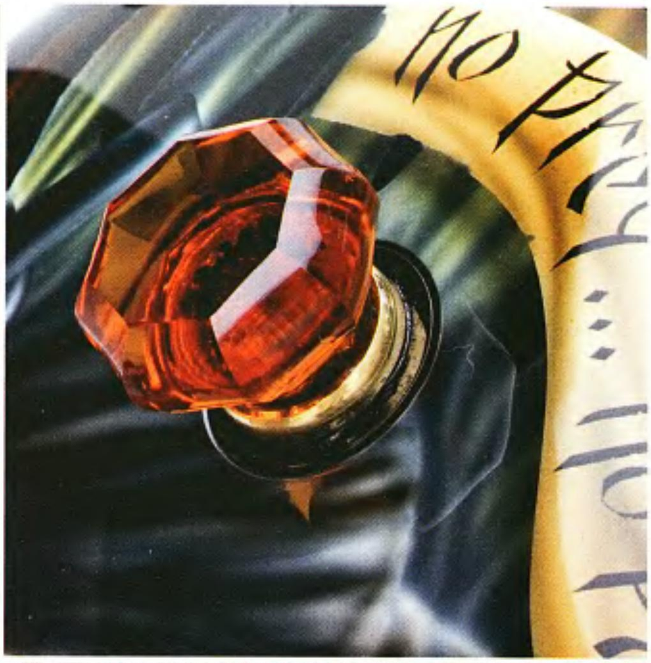
The crowning detail on Scallywag is the incredible handmade leather seat by Paul "Berserker" Cox. Paul created a very detailed "treasure map" for the saddle, which includes all the favorite Caribbean haunts of Captain Kidd and others.

As Scallywag rolled out to meet its adoring fans on the Easyriders Bike Show Tour Chopper Matt and yours truly (humble servant, wot all) hoisted a dram of Captain Morgan's Rum and shouted the creed of privateers since the world was new: "No Prey, No Pay!"

So, if ye be stout of heart and seek to go "on account" as true wolves of the sea, contact choppermatt69@hotmail.com.

*—Capt. Jack Sparrow*





**Owner:** ..........Chopper Matt Burris
**City:**................................lost at sea

**General**

Designer: ..................Chopper Matt
Fabrication: ..............Chopper Matt
Year and make:....2004 Black Pearl
Model: ...........................Scallywag
Assembly: ................Chopper Matt
Time:................................5 months
Chroming:...........................where?

**Engine**

Year and Model: ......2004 S&S 124
Ignition: .......................................S&S
Displacement:......124 cubic inches
Lower end: ..............................S&S
Balancing: ................................S&S
Pistons: ....................................S&S
Heads:.......................................S&S
Cam: ........................................S&S
Lifters: .....................................S&S
Carb: .......................................S&S
Air cleaner: ......Paul YaffeOriginals
Pipes: ..............Paramount Custom Cycles

**Transmission**

Year and Make:....2004 Baker RSD 6-speed
Model: ....Drop Starter Slam Clutch

**Painting**

Painter: ..............Vex Kustom Paint
Color:.......................................black
Special: .....................pirate theme

**Frame**

Year and Make: ......2004 Diamond Chassis
Type: ......Billy Lane drop-seat rigid
Rake: ...........................46 degrees
Stretch: ..6 inches up, 3 inches out
Shocks: .......................yeah, right!
Other modifications: ......metalwork by Chopper Matt

**Accessories**

Bars: ........................Chopper Matt
Handlebar controls:....Performance Machine
Fender: ............D&D/Chopper Matt
Headlight:.......................Headwinds
Taillight: ....................Choppers Inc.
Pegs: ..........Performance Machine
Electrics: ....................Jason Lynch
Gas tank: ..................Chopper Matt
Oil tank:............Big Bear Choppers
Oil system:....Why's the rum gone?
Primary: ..........Baker's Slam Clutch
Seat:........Paul Cox "treasure map"
Mirrors:...................................none
Grips: ..........Performance Machine

**Forks**

Type: ................Denver's Choppers springer
Extension:................14 inches over
Builder: ................................Mondo

**Wheels**

Make:....................Xtreme Machine "Buccaneer"
Size: ..........................21-inch front, 18-inch rear
Tires: ........................Avon Venoms
Brakes: ...........................Exile rear sprocket brake

**Special modifications:** ....rum keg oil tank, treasure chest battery box, flintlock pistol motor mount, doorknob gas cap, all by Chopper Matt

**Photos:** ................Michael Lichter

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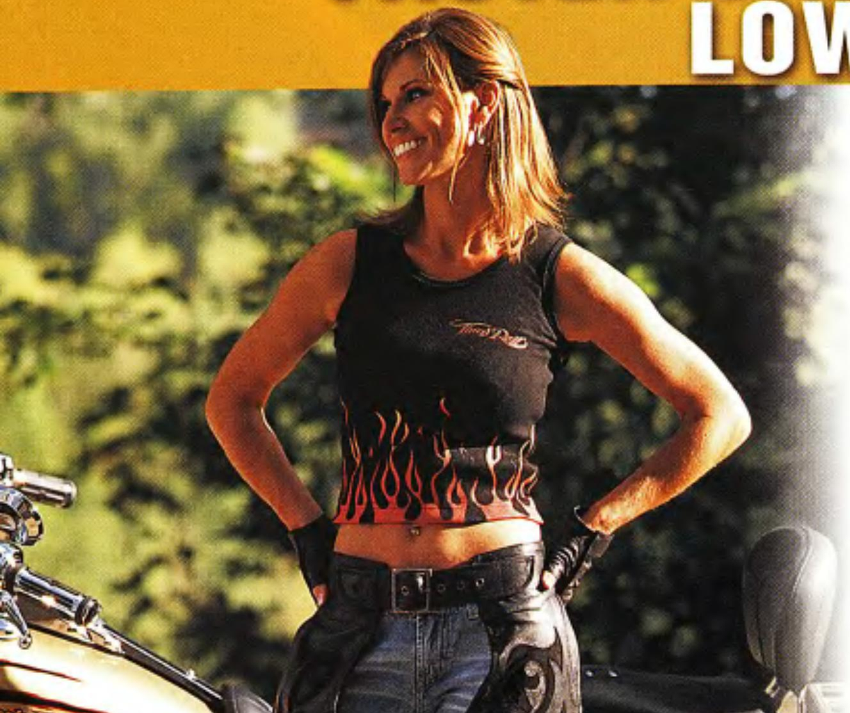

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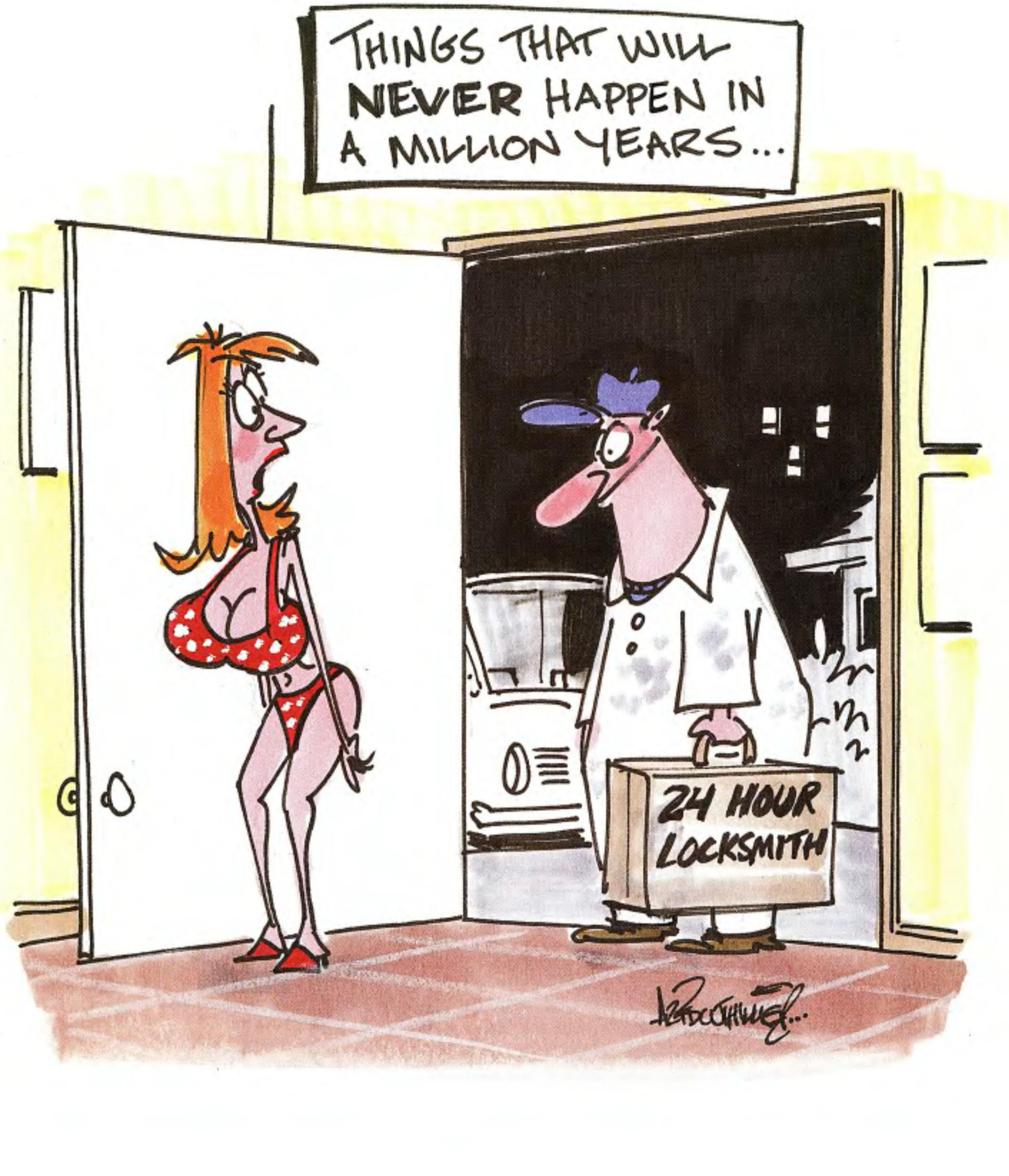


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Call Ross Racing Pistons, 760-366-7879 or contact your local bike shop.

### It's V-Twin Time

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You can give the V-Time clock a personalized look, it can be customized with factory or aftermarket air filter, derby or points covers. The clock's V-twin body is cast with all the accessory attaching points in their stock positions. It's a great reminder that it's time to ride!

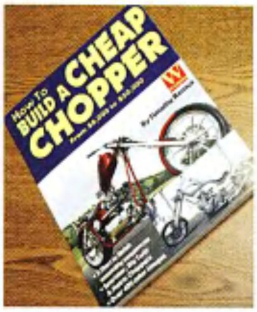
For pricing, to order or for further info call, V-Time, 909-676-8047, or visit the web site www.v-time.com.

### Put A Tach In Your Dash

The new Combination Speedometer/Tachometer (P/N 74549-04, MSRP $449.95), from Harley-Davidson Genuine Motor Accessories allows the owner to add a tach to monitor engine speed without installing a separate gauge housing on the motorcycle. The analog tachometer sweeps across the lower portion of the gauge face.

The backlit face aids nighttime viewing, and the easy-to-read LCD odometer/tripmeter remains visible when the ignition is turned off. The unit mounts in the stock dash opening on the tank-mounted console and is a direct plug-in installation for 2004-later Dyna Wide Glide, Softail and Road King models.

For additional information see your local Harley-Davidson dealer or visit www.harley-davidson.com. To find a dealer near you, call 1-800-443-2153.




### Build A Cheap Chopper

Choppers don't have to cost $30,000; in fact you can build your own chopper, in your garage for as little as $5,000. There's a trick to it and it doesn't require smoke and mirrors. No, it's all spelled out in Tim Remus' latest book, *How to Build a Cheap Chopper*. Tim shows how, by using a "donor" bike, which can dramatically cut costs. This is not a new idea, just one that has been over shadowed by the guys on TV that are putting together the megabuck custom bikes.

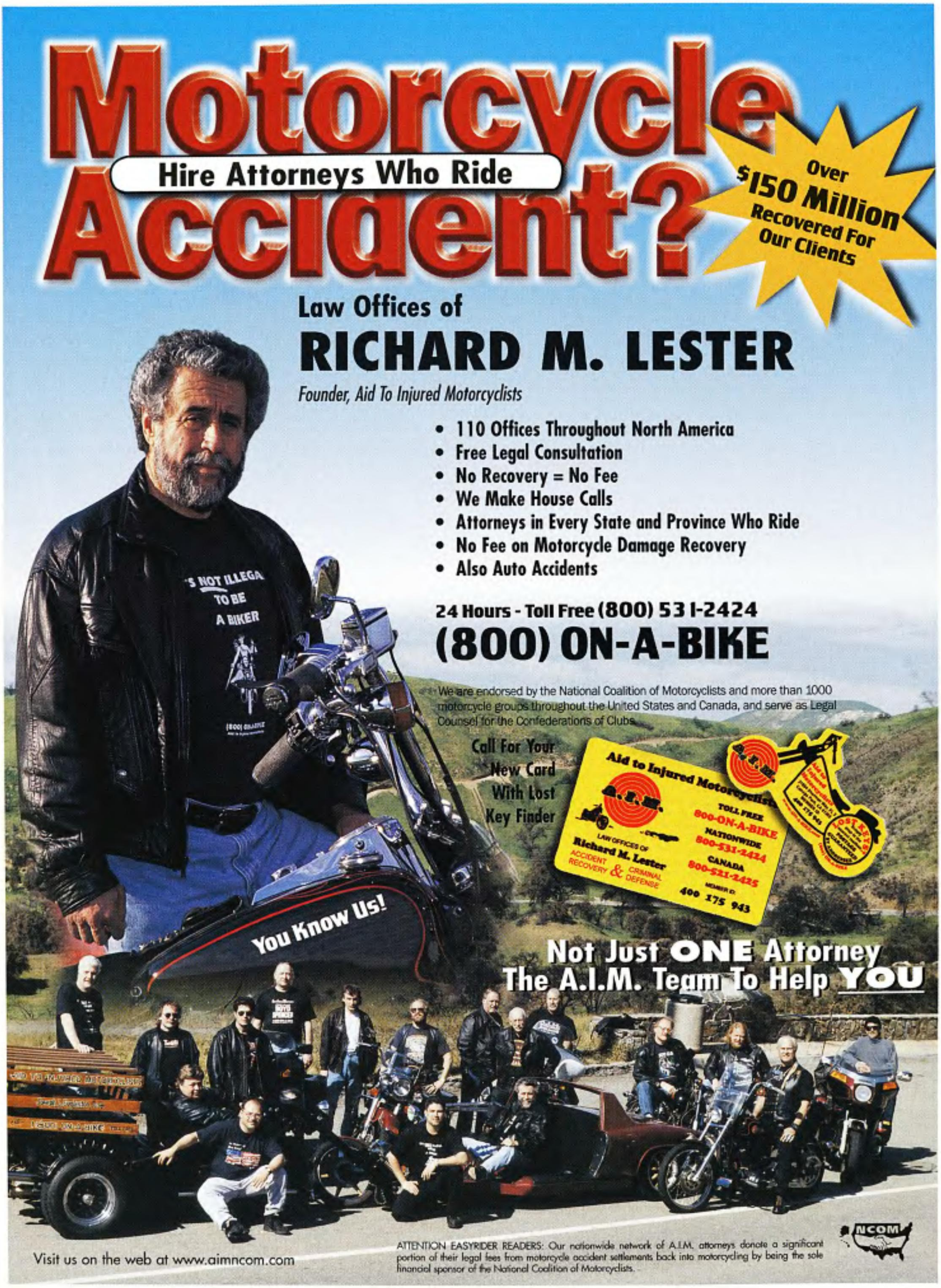
With over 400 photos, Tim goes over possible four build-ups. He has expert help from the likes of Tom Summers, Brian Klock, Dave Perewitz and Redneck Engineering. If you are even thinking of building a chopper, this is a must-have book. Available for $24.95 plus $5.50 shipping and handling, from Wolfgang Publications. To order call, 651-275-9411 or visit, www.wolfgangpublications.com

### Pipes Can Be Sexy

The new F-4 Pipes from MGS Custom Bikes have a very sensuous flowing look. The large diameter, equal length tubing with contoured exits gives the F-4 Pipes a powerful look and sound. These are the finest custom V-twin pipes available with performance that is the equal of their sexy damned looks.

The F-4 Pipes are handmade from 2 1/4-inch, 16-gage seamless steel tubing; they are available for Softail, Dyna and right-side-drive applications. Available in chrome or black finish; MSRP in chrome finish $695; MSRP in black finish $770.

For more information contact MGS Custom Bikes, 661-951-9878, or visit www.mgscustombikes.com



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N A T E  D O W N I N G ' S  A F T E R - H O U R S  G A M E

# TWO BALL IN THE CORNER POCKET

So what do you suppose a pro Harley wrench does when the 5 o'clock bell rings and it's quitting time? Head to the corner for the nearest cold one? Maybe go home and mow the lawn? Yeah, could be, and Nate Downing does that himself after a long day at Eastside Harley in Bellevue, Washington. That and a little more. See, after Nate closes the lid on one toolbox at Eastside, most evenings he'll run across town and open up another one, picking up the wrenches at Lucky's Choppers in Georgetown, South Seattle, Washington.

Nate'll start working on motorcycles all over again. Different sort of bikes this time, though. We're talkin' customs choppers. Between all those work

orders—at both the dealership and Lucky's—Nate also manages to find a little wrench-time for himself, too. It took about a year to get it all together, but take a peek at the "2 Ball Special," a little something Nate screwed together just because he could. The parts were there and he sure knew how to put 'em all together.

Now, a professional mechanic turned loose in a custom emporium like Lucky's has a real leg up. Nate knows how to walk the walk, 'cause that's what he gets paid for. So it's no surprise that his own bike turned out as nicely as it did. Just about everything was hand built at Lucky's Choppers.

All the sheet metal, even the exhaust, are one-off from Lucky's. Of course Nate did have a bit of a cross to bear, here; he had to wait a little while for most of that stuff, paying customers come first. But when the decks were clear the guys at Lucky's made up the tanks and fenders and pipes and Nate got busy fitting it all together. And it definitely fits together.

Nate started his build with a Yaffe frame, modifying it just a little like they always do at Lucky's. Following the shop's normal procedure, the frame was ordered with the rake and stretch wanted, but when it arrived the area under the seat was subtly reworked to get the pan down a little lower, about an inch or so. It's a small move, but it makes a big difference.

And talking about big, Nate didn't hold back when he spec'ed out and ordered his engine. That's a mighty 120-inch Merch bolted into those Yaffe tubes, all

set up with the best from Crane and S&S. Nate matched it with a slick shifting JIMS 6-speed transmission.

For a front end Nate and the guys whipped together a 6-inch over Glide, using Harley-Davidson Deuce lowers. Progressive Suspension controls the swingarm movement and everything's rolling on Performance Machine wheels matching the PM pegs and controls. Right in style, Nate slipped a big 250 Avon under that custom rear fender.

Tim Condor generally gets the call for all the molding and paint around Lucky's, so naturally Nate tapped him to do the spraying on this bike. Working with custom-mix House of Kolor blues Tim turned in another of his stunning jobs, adding just a little bit of accent where it'd do the most good. Once again, though, Nate had to wait for an opening in the schedule, but that's the story of this bike from the beginning. Definitely an after-hours project all the way.

Nate started this late-night hidden-shock chop about 2 1/2 years ago, and like we said it took the better part of a year to complete. When it was ready, though, Nate and the guys debuted the creation at a couple shows, picked up a couple awards—no surprise there—then hit the road running, riding up to the Sturgis Motorcycle Rally for starters.

See, as sweet looking as this custom is, basically it was built to be a real street bike and a good one. So what else would you expect from a pro mechanic, even one working after hours?

*—Joe Kress*

**Owner:** ....................Nate Downing
**City:** ................Seattle, Washington

**General**

Designer: ................Nate Downing/ Lucky's Choppers
Fabrication: ........Lucky's Choppers
Year/make: ........................2002 LC
Model: ..........Special Construction
Assembly: ..........Lucky's Choppers
Time: ..............................10 months
Chroming: ..................Show Quality Metal Finishing

**Engine**

Year: ............................2002 Merch
Rebuilder: ..........................Big Jim
Displacement: ......120 cubic inches
Cam: ....................................Merch
Ignition: .................................Crane
Carb: .......................................S&S
Air cleaner: ........Lucky's Choppers
Pipes: ................Lucky's Choppers

**Transmission**

Year/make: ..............JIMS, 6-speed

**Painting**

Molding: ......................Tim Condor
Painter: ........................Tim Condor
Color: ....................special mix blue
Type: ......................House of Kolor

**Frame**

Year/make: ....2002 Yaffe, modified
Type: ........................hidden-shock
Rake: ............................40 degrees
Stretch: ................................6-inch
Shocks: ....Progressive Suspension

**Accessories**

Handlebar: ........Lucky's Choppers
Risers: ........Chopper's Inc., 1-inch
Handlebar controls: ....Performance Machine
Fenders: ............Lucky's Choppers
Headlight: ......................Headwinds
Taillight: ...................Choppers Inc.
Speedo: .................................none
Pegs: ..........Performance Machine
Foot controls: ...........Performance Machine
Gas tank: ..........Lucky's Choppers
Oil tank: ..............Lucky's Choppers
Seat: ....................Rick's Upholstery
Mirrors: ..................................none
Grips: ........................Choppers Inc.

**Front end**

Type: ..................6-over Glide, H-D Deuce lowers
Builder: ..............Lucky's Chopper's

**Wheels**

Make: ..........Performance Machine
Size: ..........................21-inch front, 18-inch rear
Tires: ........................Avon, 250 rear
Brakes: ........Performance Machine
**Photos:** .......................... J. Warren

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# Happenings

**ALABAMA**

Trail of Tears
Commemorative Ride
Date: Sep. 20
Place: Chattanooga TN to Waterloo
Info: 256-259-2509; 423-658-5937
al-tn-trailoftears.org

Ride For Kids.
Date: Sep. 26
Place: Birmingham
Info: 800-253-6530
www.ride4kids.org
starsoveralabama.org

Styx River Annual Harleyween Party
Date: Oct. 30
Place: Robertsdale
www.riverrally.com

Children's Toy Ride
Date: Nov. 6
Place: Millbrook
Info: 334-590-6700
www.sc4c.org

**ARIZONA**

Mountain Madness
Date: Sep. 17-19
Place: Confederation of Motorcycle Clubs
Info: 602-504-8565

Thunder Valley Rally
Date: Sep. 18-19
Place: Camp Verde
Info: 928-567-7913

Page Octoberfest Americans MC, MMA
Date: Sep. 30
Place: Lake Powell
Info: 928-645-5775

Bridge City Bike Rally
Date: Oct. 15-17
Place: Lake Havasu City
Info: 800-200-4557
www.road-shows.com

Ride For Kids.
Date: Oct. 17
Place: Phoenix
Info: 800-253-6530
www.ride4kids.org

**ARKANSAS**

Blues & Bike Fest
Date: Sep. 24-26
Heber Springs
Info: 501-362-5354
bluesandbikefest.com

Bikes, Blues and BBQ.
Date: Sep. 29-Oct. 2
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

**CALIFORNIA**

Heart Ride.
Date: Sep. 19
Place: Harley's House of Harleys, Oceanside
Info: Mac 760-433-2060
harleyshouseofharleys.com

Show and Swap Meet
Date: Sep. 26
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

HOG Rally
Date: Sep. 30-Oct. 2
Place: Pala
Info: 909-245-7303
www.castatehogrally.com

ABATE Golden State Rendevous
Date: Oct. 1-2
Place: Eagle's Nest Resort, Porterville
Info: 661-252-0515 or
www.abate.org/staterun

American Heat Motorcycle & Hot Rod Weekend
Date: Oct. 8-10
Place: Palm Springs
Info: 800-200-4557
www.road-shows.com

Cycle Show/ Swap Meet
Date: Oct. 24
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Annual Night Pack Run
Date: Oct. 30
Place: Whiskey Creek Saloon, Hollister
www.tophatters-mc.com

Love Ride 21
Date: Nov. 14
Place: Glendale to Castaic Lake
Info: 818-246-5618 ext. 7
www.loveride.org

**COLORADO**

Toy Run
Date: Oct. 3
Place: High Country Custom Cycles, Colorado Springs
Info: 719-633-5392
pro-promotions.com

Highway Cleanup
Date: Oct. 3
Place: ABATE Dist. 11
Info: 719-395-0360
Hawg Wild MC
Show & Swap
Date: Nov. 6-7
Place: Longmont
Info: 970-669-5589
www.hawgwildcc.com

**CONNECTICUT**

Soul Seekers MC Trophy Party
Date: Sep. 18
Place: Polish American Club, West Haven
Info: 203-624-7430
soulseekersmc.com

Marcus Dairy Cycle Sunday
Date: Oct. 3
Place: Danbury
Info: 800-243-2511
www.marcusdairy supersunday.com

Motorcycle Swap Meet
Date: Oct. 24
Place: Stafford Springs Motor Speedway
Info: 860-875-7768
www.staffordmotor speedway.com

**FLORIDA**

Key West Poker Run
Date: Sep. 17-19
Place: Miami
Info: 305-235-4023
www.harleymiami.com

Thunder Beach Autumn Rally
Date: Sep. 23-26
Place: Panama City
Info: 850-276-1474
www.thunderbeach productions.com

Ybor City Bike Fest
Date: Sep. 24-26
Place: Tampa
Info: 813-248-0721
yborcitybikefest.com

Biketoberfest
Date: Oct. 21-24
Place: Daytona
Info: 800-854-1234
www.biketoberfest.org

Orlando Bike Fest
Date: Oct. 21-24
Place: Orlando
Info: 877-740-3770
orlandoharley.com

Ride for Kids
Date: Nov. 7
Place: Plaza of Dunnellon
Info: 800-253-6530
www.ride4kids.org

**GEORGIA**

Bainbridge Bikefest
Date: Sep. 15-19
Info: 229-248-0505
bainbridge-bikefest.com

Southern Rock Bikefest
Date: Oct. 8-10
Place: Milledgeville
Info: 478-453-7057
www.southernrock bikefest.com

ABATE of Georgia Annual Bike Week Rendezvous
Date: Oct. 21
Place: Metz #1 Lounge, South Daytona Beach
Info: 404-294-8900

Atlanta M/C Expo
Date: Oct. 23-24
Place: Farmers Market, Atlanta
Info: 706-592-4347

ABATE of Georgia Swap Meet & Bike Show
Date: Nov. 7
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

**HAWAII**

Hawaii State HOG Rally
Date: Oct. 22-24
Place: Honolulu
Info: 808-668-8058
histatehogrally.com

**ILLINOIS**

Motorcycle Parts Extravaganza
Date: Sep. 26
Place: Belle-Clair Fairgrounds, Belleville
Info: 217-864-9540
www.bg-promotions.com

Annual HogRocktoberfest
Date: Oct. 8-10
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

Motorcycle Parts Extravaganza
Date: Oct. 10
Place: Exposition Gardens, Peoria
Info: 217-864-9540
www.bg-promotions.com

Walneck's Motorcycle Swap Meet & Shows
Date: Oct. 17
Place: DeKalb County Fairgrounds, Sandwich
Info: 630-985-2097
www.walneckswap.com

Walneck's Swap Meet
Date: Oct. 24
Place: Clark County, Fairgrounds, Springfield
Info: 630-985-2097
www.walneckswap.com

**INDIANA**

Valpo Fest Bike Show and Swap
Date: Sep. 18
Place: Valparaiso
Info: 219-464-9918
www.2motorcycle shows.com

BikeTober Fest
Date: Sept 30-Oct 3
Place: Bean Blossom
Info: 812-988-2116

**KANSAS**

Sidecar Rally
Date: Sep. 24-26
Place: Council Grove
Info: 816-232-2726

Newton Toy Run
Date: Oct. 10
Place: Bikers Edge, Witchita
Info: 316-267-6677
www.bikersedge.net

**LOUISIANA**

Ride for Kids
Oct. 24
Place: The Mall at Cortana, Baton Rouge
Info: 800-253-6530
www.ride4kids.org

Steel Pony Express VII
Date: Oct. 28-31
Place: New Orleans
Info: 877-991-RIDE
steelponyexpress.com

**MAINE**

Thunder Rally
Date: Sep. 18-19
Place: UBM, Knox
Info: Call Mischele 207-236-8745

Annual Scavenger Hunt
Date: Sep. 19
Place: UBM, Hancock
Info: Jacks 207-667-3367

International Friendship & Foliage Run
Date: Sep. 19
Place: UBM, Piscataquis
Info: Al 207-943-5108

Foliage Run
Date: Oct. 2
Place: UBM, Cumberland
Info: Call Bill 207-767-1800

Frigid Fall Frolic to Waldo
Date: Oct. 2
Place: UBM, Hancock
Info: Lisa 207-664-0815

Foliage Run With Hancock
Date: Oct. 2
Place: UBM, Waldo
Info: Gary 207-323-1925

Foliage Run
Date: Oct. 3
Place: UBM, Oxford
Info: Nick 207-364-8665

Speedy Memorial Ride
Date: Oct. 3
Place: UBM, Piscataquis
Info: Al 207-943-5108

Foliage Run
Date: Oct. 9
Place: UBM, Penobscot
Info: Jay 207-945-3489

Foliage Run
Date: Oct. 10
Place: UBM, Knox
Info: John 207-273-3483

Halloween Dance
Date: Oct. 23
Place: UBM, Knox
Info: Rose 207-594-8877

Haunted House
Date: Oct. 29-30
Place: UBM, Piscataquis
Info: Al 207943-5108

Halloween Dance
Date: Oct. 30
Place: UBM, Franklin
Info: Butch 207-562-9017

**MARYLAND**

Delmarva Bike Week
Date: Sep. 9-12
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Ride For Kids
Date: Sep. 19
Place: Columbia
Info: 800-253-6530
www.ride4kids.org

Fall Bike Fest
Date: Oct. 2
Place: Baltimore
Info: 410-719-2281

Back Roads Fall Foliage Run
Date: Oct. 8-11
Place: Flintstone
Info: 973-948-4176
www.backroadsusa.com

Bikers With A Heart
Toy Run
Date: Nov. 6
Place: H-D Fort Washington
Info: 301-893-2900
www.fireupthundrout.com

**MASSACHUSETTS**
George Mourey Poker Run
Date: Sep. 18
Place: Springfield HOG
Info: 413-537-9562

**MICHIGAN**
Walneck's Swap Meet
Date: Sep. 19
Place: Monroe County Fairgrounds, Monroe
Info: 630-985-2097
walneckswap.com

Annual Toy Run & Fall Color Tour
Date: Oct. 2
Place: Muskegon. Toys for Muskegon Children's Home. ABATE 5
Info: 231-684-0774

Motorcycle Swap Meet
Date: Oct. 10
Place: DeltaPlex, Grand Rapids
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Oct. 24
Place: Detroit State Fairgrounds
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Oct. 31
Place: Lansing Center, Lansing
Info: 800-968-4242
motorcycleswap.com

**MINNESOTA**
Operation Christmas Child
Date: Oct. 9
Place: Winona
Info: www.geocities.com/faithridersmn

**MISSISSIPPI**
ABATE State Field Meet
Date: Sep. 24-26
Place: Monticello.
Info: www.msabate.com

Annual ABATE State Field Meet
Date: Sep. 24-26
Place: Atwood Water Park, Monticello.
Info: www.msabate.com

HOG Rally
Date: Oct. 28-30
Place: Biloxi
Info: 228-547-1507
msstatehogrally.com

**MISSOURI**
Ride for Kids
Date: Sep. 19
Place: St. Louis
Info: 816-697-3303
www.ride4kids.org

Annual Branson Toy Run
Date: Nov. 7
Place: Lodge of the Ozarks, Branson
Info: 417-334-0775

**NEVADA**
Las Vegas Bike Fest
Date: Sep. 16-19
Place: Downtown Las Vegas
Info: 866-245-3337
lasvegasbikefest.com

Street Vibrations
Date: Sep. 22-26
Place: Reno
Info: 800-200-4557
www.road-shows.com

Annual Cathouse Poker Run
Date: Sep. 25
Place: Reno
Info: 775-324-2445
cathousepokerrun.org

**NEW HAMPSHIRE**
Annual Toy Run
Date: Sep. 19
Place: Concord.
Info: 603-437-9464
www.NHMRO.org

**NEW JERSEY**
Ride For Rotary Fundraiser Poker Run
Date: Sep. 18
Place: Deer Path Park, Readington Township
Info: 908-284-9040
flemingtonrotary.org

Atlantic City Thunder
Date: Sep. 25-26
Place: Surf Field, Atlantic City
Info: 386-252-3101
www.cycleprousa.com

Annual Cruise for Carly
Date: Sep. 26
Place: Hammonton, Benefits the Cystic Fibrosis Foundation
Info: 609-748-6363
cruiseforcarly.com

**NEW MEXICO**
Golden Aspen Motorcycle Rally
Date: Sep. 15-19
Place: Sports Theater Complex, Riudoso
Info: 800-452-8045
motorcyclerally.com

State HOG Rally
Date: Oct. 1-2
Place: Roswell
Info: 800-CLUBHOG
nmstatehogrally.com

**NEW YORK**
Operation Patriot.
Place: Rochester
Date: Sep. 11
OperationPatriot.org

Lost Wheels MC Poker Run
Date: Sep. 12
Place: Glenham.
Info: 845-227-2343
www.lostwheels.com

Blue Knights NY X Lupus Motorcycle Run
Date: Sep. 19
Place: Long Island
Info: LupusLIQueens@aol.com

Deuces Wild Poker Run
Date: Sep. 19
Place: Sparrowbush Firehouse
Info: 845-858-9335
www.citlink.net/~secofd/fire.html

Charity Poker Run and Pig Roast
Date: Sep. 19
Place: New Windsor. For info go to: www.ocnyhog.com

Biketober Feast
Date: Oct. 2
Place: Low Riders MC, Staten Island
Info: 718-317-1999; 718-948-8818

Annual Swap Meet and Show
Date: Oct. 3
Place: 4 Towns Fireman's Training Center, Merrick
Info: 516-398-1848

Gotham Motorcycle Classic
Date: Oct. 9-10
Place: Intrepid Aircraft Carrier, New York City
www GothamMC.com

**NORTH CAROLINA**
Fall Rally
Date: Sep. 17
Place: Maggie Valley Festival Grounds
Info: 828 298-1683

Feast in the East X
Date: Oct. 8-9
Place: Statesville
Info: www.automated-design.com/feast

Annual Bike Show
Date: Oct. 30
Place: CBA/ABATE
www.cba.xaranda.net

**OKLAHOMA**
Silver Celebration
Date: Sep. 25
Place: AKDAR Shrine Headquarters. ABATE
Info: 918-734-1815
www.tulok.com/abate

State HOG Rally
Date: Sep. 30-Oct. 2
Place: Lawton
Info: 877-501-1464
okstatehogrally.com

Sparks America June Bike Run
Date: Oct. 22-24
Place: Sparks.
sparksamerica.com

**OREGON**
One Night Stand Campout
Date: Sep. 11
Place: Albany
Info: 541-451-3940

ABATE End of Summer Run
Date: Sep. 17-19
Place: Birkenfeld
Info: 503-346-2060

All Portland Chapters Picnic
Date: Sep. 25
Place: Estacada
Info: 503-760-9015

ABATE Casino Night
Date: Oct. 9
Place: Eugene
Info: 541-688-4268

Hub City Biker Night
Date: Oct. 22
Place: Albany
Info: 541-451-3940

ABATE Swap Meet
Date: Oct. 24
Place: Roseburg
Info: 503-258-4329

Toy Run
Date: Nov. 13
Place: ABATE Washington County, Hillsboro
Info: 503-646-2060

**PENNSYLVANIA**
Harley's For Holly Poker Run
Date: Sep. 12
Place: Meadow Brook Country Club
Info: 610-926-1547

York Open House York Expo Center
Date: Sep. 23-25
Info: 717-243-7855
yorkopenhouse.com

Annual Meeting of the Marked
Date: Oct. 29-31
Place: Raddisson Pittsburgh Greentree
Info: 866-4TATTOO
www.tattoopgh.com

ABATE Toy Run
Date: Nov. 2
Place: Children's Hospital of Philadelphia
Info: 610-449-RIDE
www.delawarevalleyabate.org

**SOUTH CAROLINA**
State HOG Rally
Date: Sep. 25-27
Place: Anderson
Info: 864-646-8174
scstatehogrally.com

Myrtle Beach Fall Rally
Date: Oct. 6-9
Place: Myrtle Beach
Info: 843-369-5555
myrtlebeachharley.com

**TENNESSEE**
Riding For Miracles
Date: Sep. 11
Place: Hermitage
Info: 902-0712
www.tnforesters.com

Trail of Tears Commemorative Ride
Date: Sep. 18
Place: Ross' Landing, Chattanooga to Waterloo, Ala.
Info: 256-259-2509; 423-658-5937
al-tn-trailoftears.org

Weasels Booze Cruise
Date: Sep. 23-25
Place: Nashville
Info: 615-831-1370
nashvilleweasels.com

Steel Horse Stampede
Date: Sep. 23-25
Info: 615-777-0045
steelhorsestampede.com

Annual Hawgtoberfest
Date: Oct. 16-17
Place: Lenoir City
Info: 865-388-6100

**TEXAS**
Lone Star Rally
Date: Sep. 23-26
Place: Galveston
Info: 281-597-8800
www.lonestarrally.com

Pig Roast
Date: Oct. 8-10
Place: Fairgrounds, Johnson City
Info: 803-868-4007

South Padre Island BikeFest
Date: Oct. 14-17
Place: Mc Allen
Info: 956-668-7484
www.spibikefest.com

**UTAH**
Syn and Fin Wedding
Date: Sep. 11
Place: South Salt Lake
Info: 801-232-2949

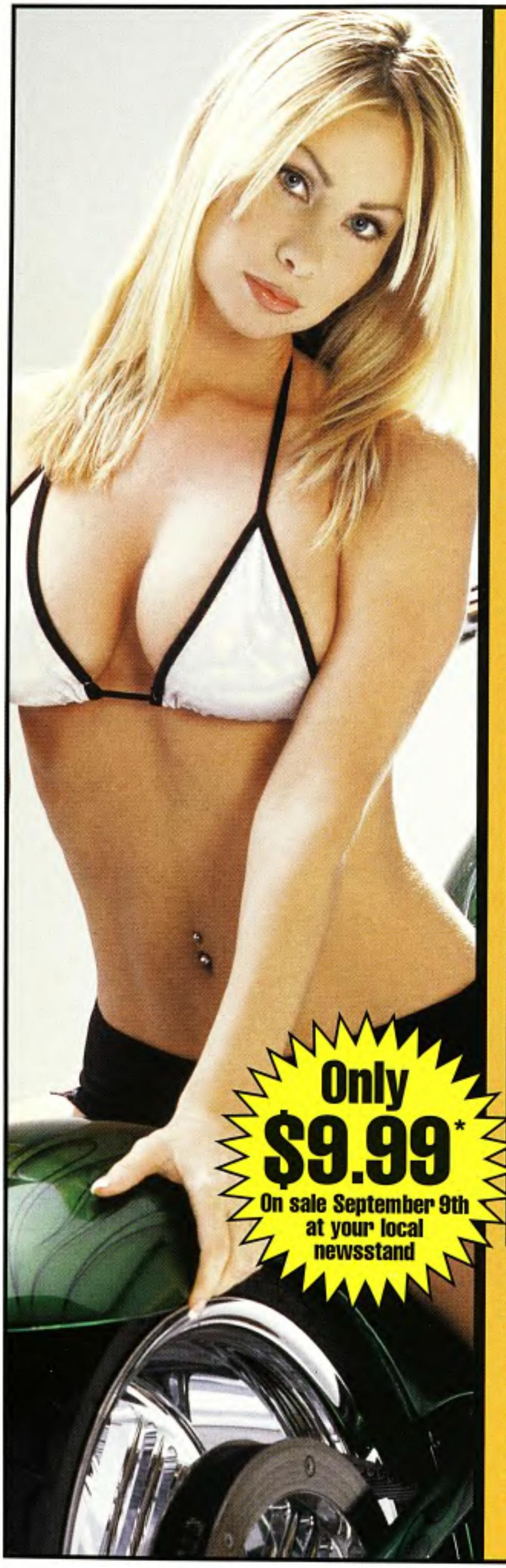
Appreciation Party
Date: Sep. 18
Place: South Salt Lake
Info: 801-232-2949

ABATE Halloween Party
Date: Oct. 30
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949

**WASHINGTON**
Annual Oyster Run
Date: Sep. 26
Place: Anacortes
Info: 360-671-7575; 360-755-0138
www.oysterrun.org

**WISCONSIN**
Tomahawk Fall Ride
Date: Sep. 16-19
Place: Tomahawk
tomahawkfallride.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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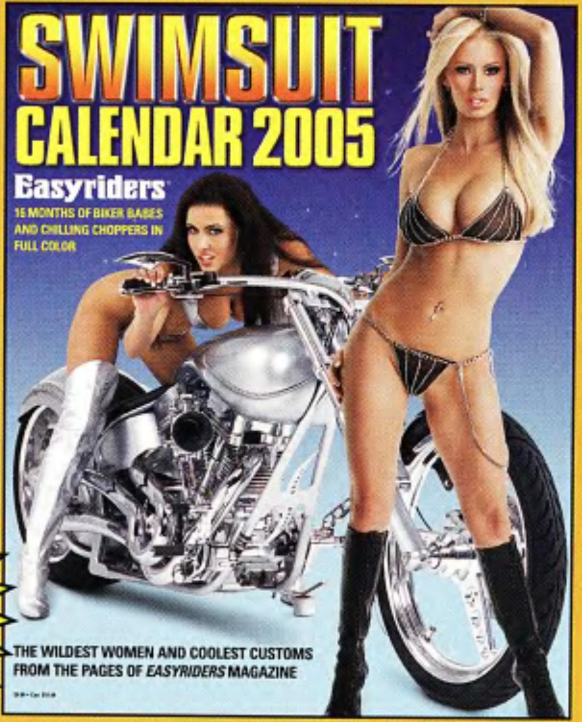


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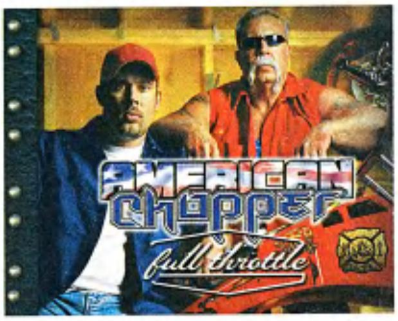
# Easynews

If it's of interest to bikers, we'll print it.

**Behind The Scenes**




## A 176-PAGE, BEHIND-THE-SCENES PEEK AT DISCOVERY'S *AMERICAN CHOPPER* TV SERIES: SEE THE SHOW, READ THE BOOK!

From an everyday, humble bike shop crew at Orange County Choppers in Rock Tavern, New York, to TV stars on the Discovery Channel's *American Chopper* series, Paul Teutul and his sons Paul Jr. and Mikey are now the subjects of a book titled *American Chopper Full Throttle*. What's the draw? Well, that's just what this new publication from Meredith Books attempts to capture in 176 pages with 250 photos.

It's "A backstage perspective of the show with revealing interviews and candid photos," the publisher tells us. Adding that the shop is only five years old but "already legendary." Plus you'll get to take a close look at 18 of OCC's famous theme bikes. So if you can't get enough of your favorite biker-stars, scoot on over to your nearest book emporium and order up. Scheduled for an October release, its price tag is a mere $19.95, just in time for Christmas. So this year, why not find Paul Senior or Mikey under your Christmas tree and celebrate with the Teutuls this holiday season. —*Nomad*

**Biker Fashion**

## CLASSY HAWG

Looking for something really different in the way of biker duds? Maybe long-time hawg lover Theresa Gilbert, owner of TheClassyHawgCloset.com, has just what you're looking for.

Gilbert says her line of women's T-shirts has Lycra in it, which allows the clothing to hug the body "making them more stylish than the typical T-shirt." Her clothing line also features a variety of styles for both men and women. TheClassyHawgCloset.com's crown of the clothing line is the custom-designed jewelry by artist Audra Tassone.

Gilbert, who owns her own show-winning Softail and who took her first ride at 2 years old, envisions the site growing into a place where bikers can find not only unique apparel, but information about upcoming biker events and resources.

"I…am working on building the site into a true community-based site that will entertain bike lovers." You can contact her through the site, or at 603-267-9864. —*Phantom*

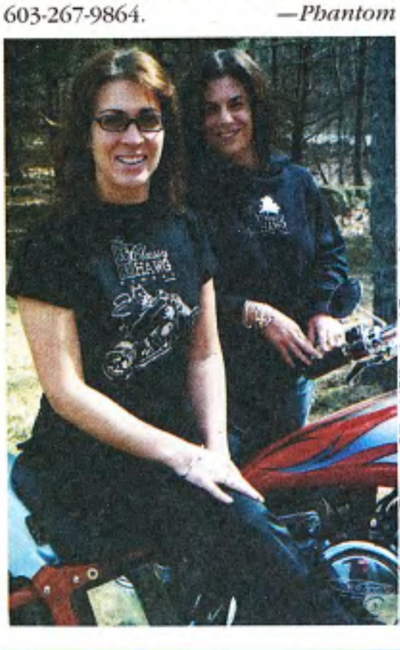


Photo: Courtesy Theresa Gilbert (Gilbert and Tassone)

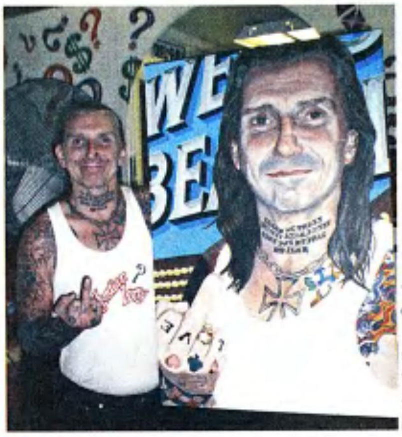


Photo: Anthony Sapienza

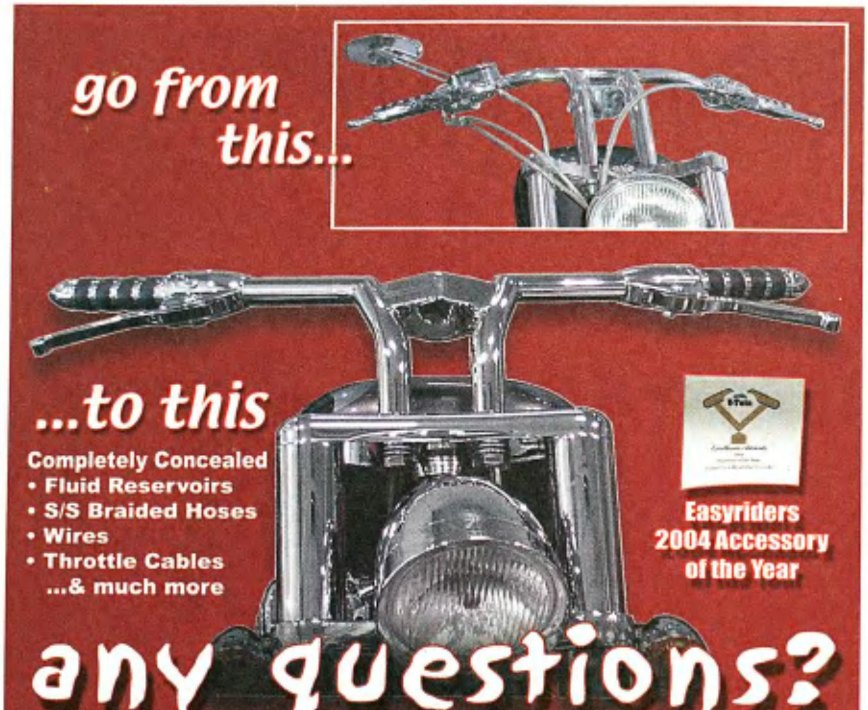
**Biker Art**

## INDIAN LARRY ON CANVAS

Anthony Sapienza has accomplished many things from his hometown of Warrensburg in New Hampshire. He has won awards from the American Film Institute for two of his short films and he's gained acclaim for publishing *Metropole*, an electronic-only literary arts magazine that has featured such names as Stephen King, Peter Straub and Joyce Carol Oates.

Lately, Sapienza has been painting portraits of people and motorcycles for a number of high-profile motorcycle rallies. Sapienza has been chosen to do the official prints for the bike rally in Laconia, New Hampshire, and Thunder at Cooper's Lake in Pennsylvania. He has also done an officially authorized print for Lake George's Americade.

One of the prints features a portrait of master builder Indian Larry who's appeared on several shows on the Discovery Channel. But Laconia got a big surprise when they saw the new print, which features Indian Larry giving the finger. Sapienza told us: "We photographed Indian Larry at his shop in Brooklyn [New York] for the portrait and got some really great stuff, but as we were leaving, CONTINUED NEXT PAGE

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**Indian Larry On Canvas** CONTINUED

I asked Larry for one more photo for our operations manager, Caleb, who couldn't make the shoot. I asked Larry to give him the finger and he did. It turned out to be a fantastic photo and it cried out to be made into the portrait."

So with that story, came the print's title, *To Caleb, With Love*. For display purposes and not to offend any unsuspecting passers-by, the hand language will be covered with a *de rigueur* brown paper bag. If you want to see the uncensored version, you'll have to ask. But the Indian Larry print won't be available at Americade in Lake George, as they must maintain a family-friendly atmosphere.

"It's no worse than the legendary yet controversial album covers of the late-'60s and early-'70s," Sapienza said, (the self-titled, *Blind Faith* and the *Two Virgins* album by John and Yoko for example), "At least Indian Larry isn't naked in our poster."

During Americade, Sapienza and his newest editions will be at the Lake George Forum, Main Street, Lake George June 7-12th. You can also see some of Sapienza's artwork at his Web site: www.anthonysapienza.com, as well as catch up on all the comings and goings of this biker artist.

*—Art Lover*

Coast to Coast

# Biker News

**WEST COAST CHOPPERS GEAR IS BANNED FROM CALIFORNIA SCHOOLS:** The Iron Cross, a recognizable symbol of Nazi Germany, has become a popular design with skateboard companies such as No Fear and biker clothing manufacturers like Jesse James' West Coast Choppers. But school officials in Southern California have banned the symbol and last year mailed over 13,000 letters to parents of children in the Simi Valley Unified School District to inform them of their decision to bar clothing and jewelry depicting the symbol. They say is being used by believers of "white power" movements to identify themselves.

School officials said that the step was recommended by the police department, which considers the Iron Cross a gang

symbol, and was taken due to rumors of rising tensions on campus which they fear could lead to violence.

**HELMETS CAN HEAT THE BRAIN, SLOW REACTIONS:** Cricket helmets may slow the brain, according to a new study from the U.K. Keeping a cool head may have real advantages for batsmen at the crease, according to new research among cricketeers that found a measurable improvement in reaction times and vigilance when players did not wear protective helmets. Researchers believe that the difference in performance may be linked to an overheating of the brain in players batting in helmets—possibly similar to the effects on people over-using mobile phones.

Dr. Nick Neave, of the human cognitive neuroscience unit at Northumbria University, Newcastle upon Tyne, said his study showed that "in young adults, in a mild climate, some aspects of cognition are affected by wearing a nonvented protective helmet following exercise."

Dr. Neave told the annual conference of the British Psychological Society in London that his team tested 16 cricketers, aged 13 to 17, who were members of Durham County Cricket Club. The boys—half wearing standard helmets—batted in the nets with a bowling machine and underwent a computer test for mental abilities, including vigilance, reaction times and attentiveness. The study showed that getting hot alone had no effect on the physical abilities of the young cricketers or on their mental abilities to perform very simple mental tasks. But when they were asked to perform more complex tasks, involving making choices, their reaction times fell. One measurement showed a 16-millisecond deficit in helmet-wearing boys.

Dr. Neave and his colleagues now want to test their results with adult cricketers to see if experience overrides the slight detrimental effect of wearing a helmet.

**MASSACHUSETTS ENACTS "NELLY'S BILL" TO EDUCATE DRIVERS:** Gov. Mitt Romney signed House Bill 2124 into law on June 6, 2004, to require at least one hour of a motorcycle safety and awareness be included in the course curriculum for 398 licensed auto driver training schools statewide. Known as

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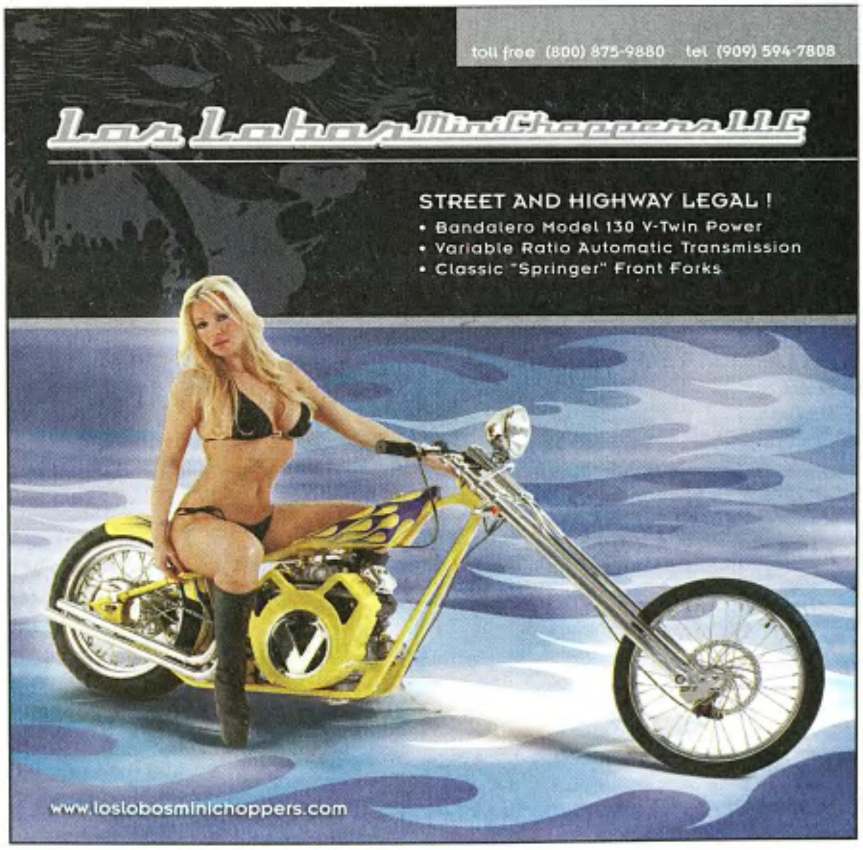

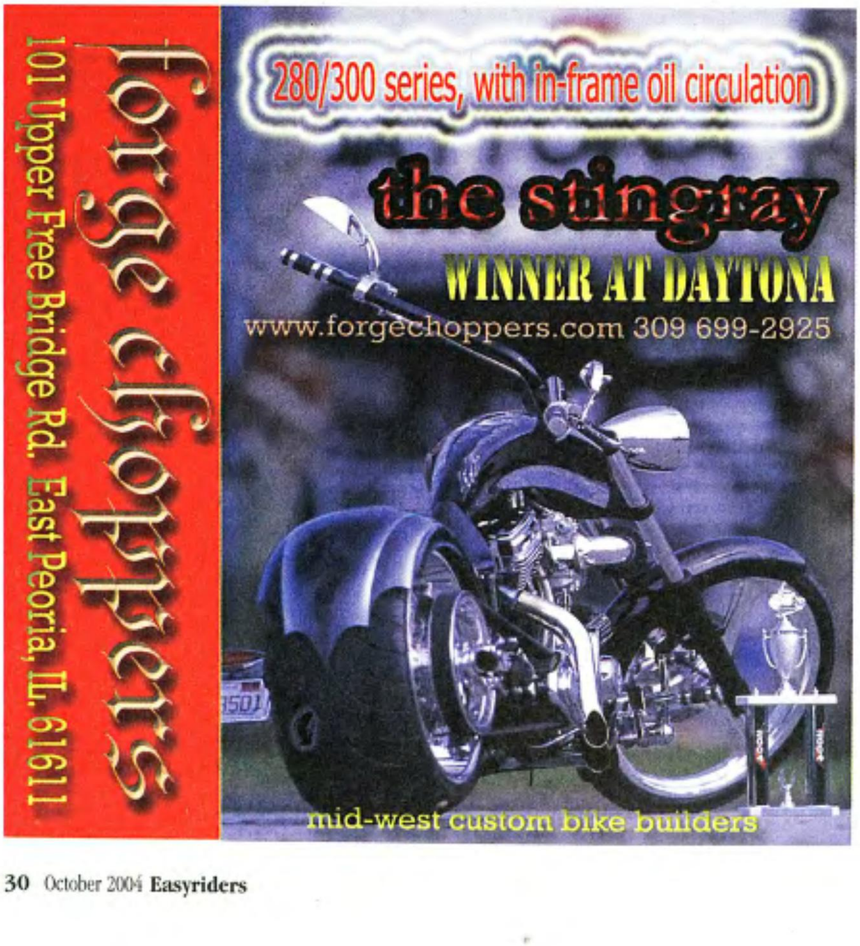


**Biker News** CONTINUED

"Nelly's Bill," in memory of Nelson Selig who was killed in 2000 when a 19-year-old driver crossed into the path of his motorcycle, the law will take affect in 90 days.

Funding for the expectant $10,000 cost of the materials will come from the state's Motorcycle Safety Program, accumulated by $2 of each of the 144,000-plus motorcyclist's annual registration fees.

"Riders pay their own way," said Paul Cote, director of government relations for the Massachusetts Motorcycle Association. He noted that during their recent Lobby Day the MMA also sought a $5 increase in the $25 annual bike registration fee to add to the amount of money in the state's Motorcycle Safety Fund.

**U.S. MOTORCYCLE SALES REV UP FOR 11TH STRAIGHT YEAR:** Sales of new motorcycles increased 6.4% in 2003, while combined sales of motorcycles and ATVs reached an all-time high. Motorcycle sales have now been on the rise for more than a decade, according to the latest Motorcycle Industry Council estimates for all brands, marking the 11th consecutive year that new unit sales of two-wheelers increased compared to the previous year. Approximately 996,000 new motorcycles were purchased in 2003, up from 936,000 in 2002.

All Terrain Vehicle sales climbed to an estimated 886,000 in 2003 and increased by 3.8% over the previous year, posting their 12th straight year of growth. Estimated combined motorcycle and ATV sales for 2003 reached 1,882,000, which is an all-time record and up 5.2% over the previous year.

**TATTOOING NOW LEGAL IN 49 STATES:** Many states outlawed tattooing in the 1960s, but South Carolina and Oklahoma are the only states to continue the ban, at least until now. A compromise bill lifting South Carolina's ban on tattooing has passed the House and Senate and was recently signed by Gov. Mark Sanford. Sanford has said he signed the bill as it protected public safety, according to the Associated Press.

The bill outlaws tattoos for anyone younger than 18 and requires a parent's permission from 18 to 21. It bans tattooing the face, neck and head.

Tattoo artists will have to use disposable needles and follow local zoning

laws, such as opening businesses away from churches and schools. Tattoo parlors also will need a license before opening.

A conference committee deleted a part of the House bill that would give local governments more control, which many supporters worried might kill the bill. But the House approved it 62-29 shortly before adjourning, and the Senate followed with a voice vote soon after.

*—Bill Bish, NCOM*

**Biker Music**

## TINSLEY'S BLUESY-ROCK MOTORCYCLE TUNES ARE BACK

With his mellow voice and the bluesy-rock notes emanating from his guitar, Tinsley Ellis will help you relive all those special motorcycle-life moments. His latest release, *The Hard Way*, on the Telarc label, comprises a dozen tracks that explore the harder edges of everyday life from love gone bad to hard-luck times. Yet at the same time there are a mix of tunes that range from psychedelic to laid-back.

If you've seen him perform at an Easyriders Bike Show or at the big Sturgis Rally, you know the moving sound you're in for. For more information contact Mike Wilpizeski at 718-459-2117 or e-mail mikew@telarc.com. *—Nomad*

**Hall Of Fame**

## Washington State Sen. Jim Horn, 41st District

I have chosen to feature someone who I have had the pleasure of working with in my home state of Washington, and who over the years has taught me so much. State Sen. Jim Horn not only has championed motorcycling issues in my state, he embraces the ideals of public service, integrity and results.

In my state, a bill with Sen. Horn's name on it is sure to move. That is the respect he has earned. I have watched him bring results to very complicated

CONTINUED NEXT PAGE

**Hall Of Fame** Continued

issues, across enormous political divides. His passion for service is genuine, as is his perception of the role of government.

Personally, I learned the first time I stepped into his office that homework is required. No matter the issue, even one he supports, the question will be on target, and designed to move a bill into law. He is prepared—always. Over the years Sen. Horn has never refused an invitation to attend a biker gathering or meeting, no matter how large or small.

He has had us to his home at Christmas time to discuss strategy for moving motorcycle legislation during the next session, and during session has always remained generous with his time and staff. This has not changed even though his roles in the legislature have. This past session Sen. Horn served as chair of the Senate Transportation Committee. He will serve in the same capacity when our legislature convenes in January 2005. His door will remain open to those who ride. I know he will continue to champion our issues and will continue to guide us to the governor's signature.

It is my privilege to introduce all of you to a champion in Washington State, Sen. Jim Horn. I would like to thank Sen. Horn for his time, his dedication to motorcycling, and the freedom of the road.

*—Karen Bolin, president, MRF*

**EPA For The Laymen**

# MRF's Nuts-And-Bolts Document Explains All

On December 23, 2003, the MRF announced that the EPA issued its final rule for street bike emissions. After months of review of the 49-page rule in-depth discussions with small business owners, manufacturers, riders and emissions experts, the MRF is pleased to release the educational document "EPA for the Layman." You can view, download and print the MRF's "EPA for the Layman" document by visiting the MRF at www.mrf.org/pp-epa-for-the-layman.php.

"EPA for the Layman" is a nuts-and-bolts document that navigates the complex final rule and answers questions asked by many concerned motorcyclists. It explains in detail what the EPA rule means and how it affects you, the street biker. Thanks in large part to the efforts over a three-year period of the MRF, SMROs, and concerned motorcyclists nationwide there is some good news in the EPA's final rule. While this new rule dramatically reduces tail pipe emissions, there are some important exemptions written into it for kit bikes, custom bikes, and small volume makers. However, the MRF does not believe that the exemptions are broad enough or that rule, as written, fulfills the needs of highway motorcyclists, the small volume makers and the aftermarket. We fully intend to continue to work for revision of some parts of the rules.

The MRF would like to thank all of the SMROs and individual motorcyclists who have vigilantly worked by our side to affect the EPA's rulemaking process. In particular, we want to thank ABATE of Illinois and the AMA for their assistance in setting up meetings with EPA officials to discuss the impact of this final rule. We would also like to thank the many aftermarket parts and small-volume manufacturers who have assisted the MRF with the analysis of the new EPA emissions standards for street bikes.

Based on the valuable information we have gathered, the MRF is preparing some very specific questions to present to the EPA in the near future regarding the impact of this rule on street motorcyclists. We will continue to solicit input as we develop our strategy to revise the rule when it is reopened for comment in 2006.

*—Dave Dwyer,*
*MRF Government Relations Assistant*

**EASTER SEALS DRAWING DATE**

## WE GOOFED!

We apologize to Easter Seals South Dakota for the incorrect info on the Harley-Davidson Giveaway mentioned in last month's issue. The date should have read: Drawing—August 14, 2004. For anyone entered in the contest, you may access information on the winner at www.sd.easterseals.com or by calling 800-592-1852.


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*Just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. Remember take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.*

# National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

| State | Safety Helmet | State Funded Rider Ed | Eye Protection | Daytime Headlight | Passenger Seat | Passenger Footrests | Passenger Age Limits | Helmet Speakers | Mirrors | Periodic Safety Inspection | Radar Detection | 65 (or more) mph Speed Limit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Alabama | r | a | | 17 | c | c | | | r | | | √ |
| Alaska | 4 | | 15 | 17 | c | c | | p | r | r-28 | | √ |
| Arizona | 4 | a,12 | 14 | 17 | c | c | | | r | r-29 | | √ |
| Arkansas | 6 | | r | r, 17 | c | c | | | r | r | | √ |
| California | r | a, 6,12 | | 17, 21 | c | c | | 25 | r | r-28 | | √ |
| Colorado | | a,12 | r | 17 | c | c | | | r | r-28 | | √ |
| Connecticut | 4, 9 | a,4,12 | 14 | 17, 22 | c | c | | | r | r-28 | | √ |
| Delaware | 1,2,5,9 | a,4,12,13 | r | 17 | c | c | | | r | r | | √ |
| Florida | 32 | a,6,12,13 | r | r, 17 | c | c | | | r | | | √ |
| Georgia | r | a,12,13 | 14 | r, 17 | c | c | | 26 | r | | | √ |
| Hawaii | 1, 4 | a,12 | 14 | | c | c | 24 | | r | r | | |
| Idaho | 4 | a,6 | | 17 | c | c | | | | | | √ |
| Illinois | | a, 4,12,13 | 14 | r, 17 | c | c | | | r | | | √ |
| Indiana | 4,9 | a,12 | 4 | 17,18 | c | c | | | | | | √ |
| Iowa | | a,4,12 | | 17,20 | c | c | | | r | | | √ |
| Kansas | 4 | a,12 | 14 | 21 | c | c | | | r (left) | r-28 | | √ |
| Kentucky | 3, 6, 9 | a,12 | r | | c | c | | | r | 29 | | √ |
| Louisiana | 4, 31 | a,12 | 14 | 17 | c | c | | | r (left) | r | | √ |
| Maine | 7 | a,12,13 | | r | c | c | | | r | r | | √ |
| Maryland | r, 1 | a,4,12,13 | 14 | | c | c | | 25 | r | 30 | | √ |
| Massachusetts | r | a,12 | 14 | 17 | c | c | | p | r | r | | √ |
| Michigan | r | a, 4,12 | 14,16 | 17 | c | c | | | r | r-28 | | √ |
| Minnesota | 4, 9 | a, 4,12 | r | r, 17 | c | c | | 25 | r | r-28 | | √ |
| Mississippi | r | | | | | | | | | r | | √ |
| Missouri | r | a,12 | | 17 | | | | | | r | | √ |
| Montana | 4 | a,12 | | r, 17 | c | c | | | r | | | √ |
| Nebraska | r | a,12,13 | | 17 | c | c | | | | | | √ |
| Nevada | r | a,12 | 14 | 17 | c | c | | | r | | | √ |
| New Hampshire | 4 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| New Jersey | r, 1 | a | 9a | 17 | c | c | | | r | r | | √ |
| New Mexico | 1, 4 | a,4,12,13 | 14 | 17 | c | c | | | r | r-28 | | √ |
| New York | r, 1 | | r | r, 17 | c | c | | 25 | r | r | | √ |
| North Carolina | r | a | | r, 17 | c | c | | | r | r | | √ |
| North Dakota | 1, 4 | a,10 | | 17 | c | c | | | r | | | √ |
| Ohio | 3, 4 | a,4 | 14 | 17 | c | c | | | r | r, 28 | | √ |
| Oklahoma | 4 | | 14 | r, 17 | c | c | | | | | | √ |
| Oregon | r | a,12 | | r, 17 | c | c | | | r | r, 28 | | √ |
| Pennsylvania | 6 | a,12,13 | r | r, 17 | c | c | | 26 | 19 | r | | √ |
| Rhode Island | 3, 6, 8 | a, 11,12,13 | r | | c | c | | p | r | r | | √ |
| South Carolina | 1, 6 | | 14 | r, 17 | c | c | | | r | r | | √ |
| South Dakota | 4 | a,12,13 | 14 | 17 | c | c | | | r | | | √ |
| Tennessee | r | a,12 | 14 | r, 17 | c | c | | | r | | | √ |
| Texas | 31 | r, 4 | | 17a | c | | | | r | r | | √ |
| Utah | 4 | a,12 | | 17 | c | c | | | r | r | | √ |
| Vermont | r, 1 | a,12 | 14 | 17 | c | c | | | r | r | | √ |
| Virginia | r | a,12 | 14 | 17 | c | c | | | r | r | p | √ |
| Washington | r | a, 4 | 14 | r, 17 | c | c | 23 | | r | r, 28 | | √ |
| West Virginia | r, 1 | a,12,13 | r | r | c | c | | | r | r | | √ |
| Wisconsin | 4, 9 | a,4,12 | 15 | r, 17 | c | c | | | r | r, 28 | | √ |
| Wyoming | 4 | a | | r, 17 | c | c | | | r | | | √ |
| Wash DC | r | | 14 | 17 | c | c | | | r | r | p | |

**LEGEND:**

√ In effect on designated rural interstate highways
**r** Required by law
**a** Available for all eligible applicants
**p** Prohibited to use or possess
**c** Required if carrying a passenger
**1** Reflectorization required
**2** Must have in possession
**3** Required for novice riders
**4** Required under age 18
**5** Required under age 19
**6** Required under age 21
**7** Required under age 15 with learner's permit or for one year after obtaining license
**8** Required for passengers
**9** Required for instructional permit holders
**10** Required under age 16
**11** Required for first-time applicants
**12** May waive skills test for successful completion of rider education
**13** May waive knowledge test for successful completion of rider education
**14** Required by law unless equipped with windscreen
**15** Required unless equipped with windscreen that is 15 inches above handlebars
**16** Required at speeds over 35 mph
**17** Modulating headlight permitted
**18** Required for vehicles manufactured after 1/1/56
**19** Required for vehicles manufactured after 1/1/75
**20** Required for vehicles manufactured after 4/1/77
**21** Required for vehicles mfg'd during or after 1978
**22** Required for vehicles mfg'd during or after 1980
**23** Prohibits passengers under age 5
**24** Prohibits passengers under age 7
**25** Single earphone only
**26** To be used for communication purposes only
**27** Required by inspection regulations
**28** Random
**29** Annual emissions, some areas
**30** Upon title transfer
**31** Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
**32** Not required over 21 with a minimum of $10,000 in medical insurance.

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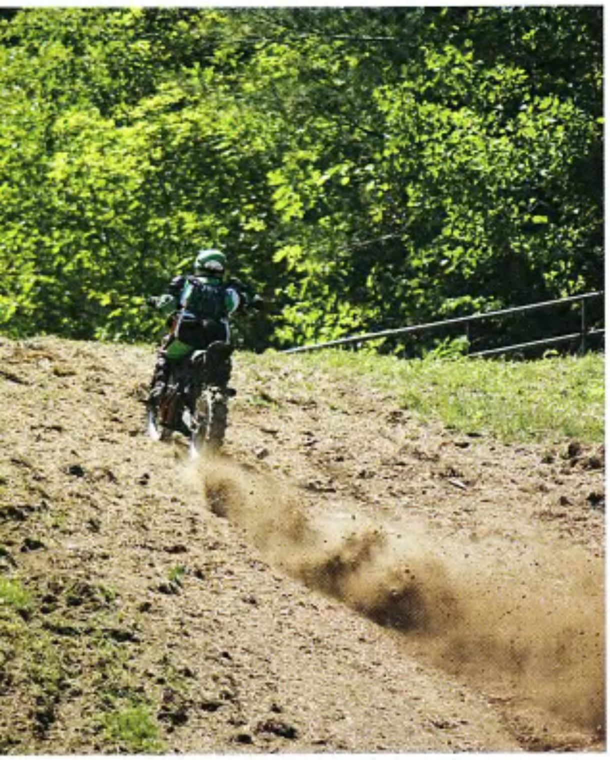
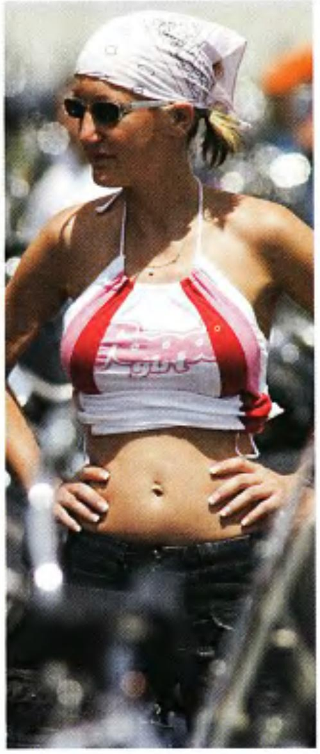
81ST LACONIA MOTORCYCLE RALLY

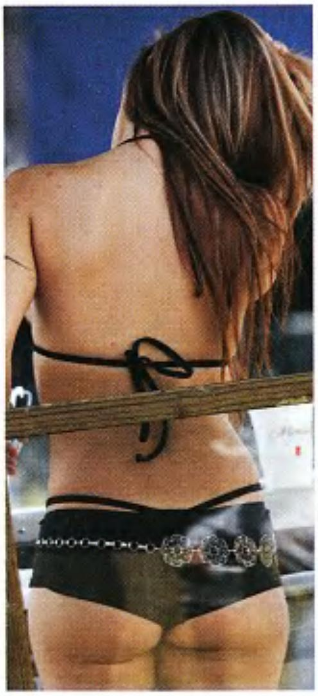
# OLDEST AND BOLDEST

Can you believe it? Eighty-one years of riding motorcycles through the lush countryside of New Hampshire. It truly doesn't get any better than this. From June 12th through the 20th, the local folk of Laconia and surrounding areas opened up their hearts and homes once again for Bike Week. With nearly 300 miles of shoreline to Lake Winnipesaukee's lush, greenery and winding roads to view it all from, it's easy to see why motorcycle enthusiasts have been coming here since the early 1900s.

Though last year's run began with rain, this year's was bright, sunny and hot! The







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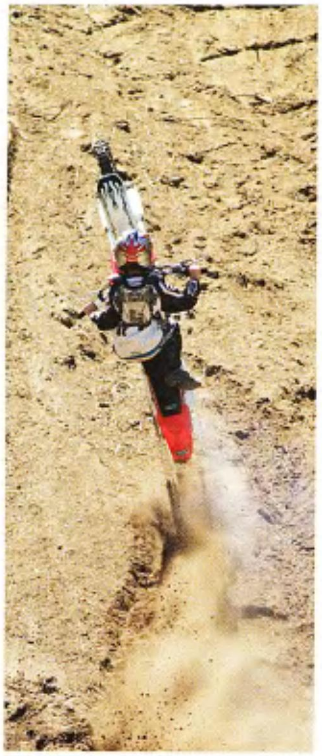
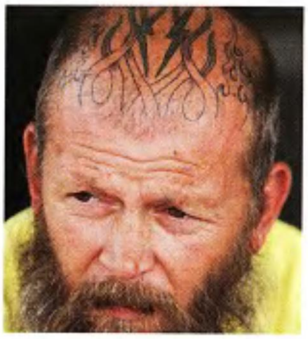
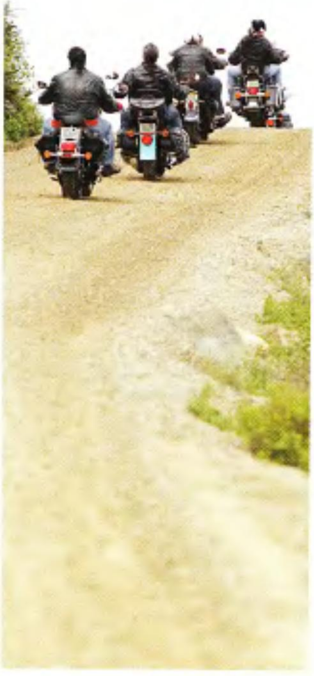
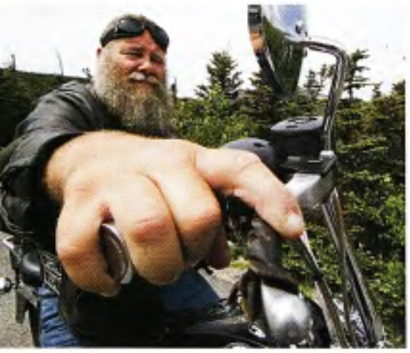






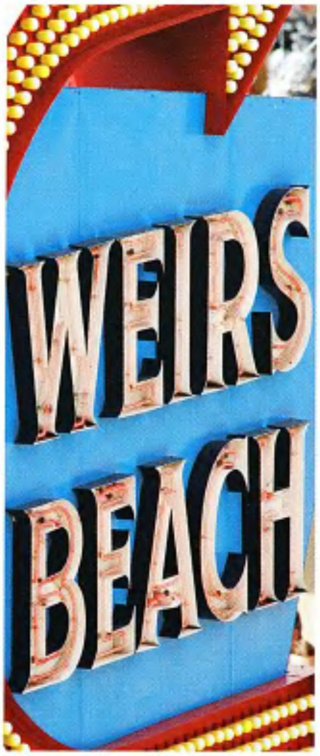


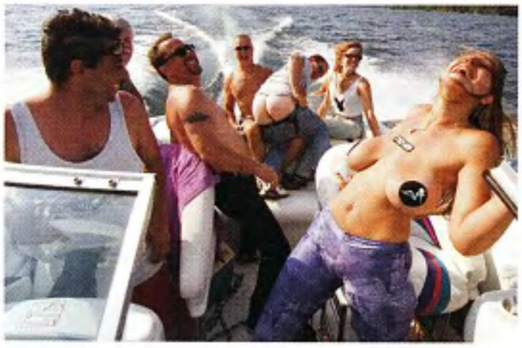
combination made for some stunning sunsets on the Lake. It also meant perfect weather for the hill climbs on Wednesday (they were rained out last year). On Thursday, the local H.O.G. chapters held a ride to the highest point in New Hampshire, Mount Washington, for a Bike Only Day at the summit. You couldn't find a better ride or nicer people.

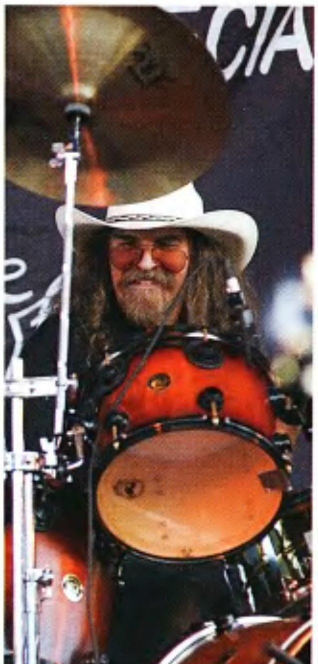
While some recent Runs and Rallies have had their share of overzealous cops, the Laconia police officers we met were pleasant enough, especially if they were assigned a corner and were able to watch the parade of American iron and offshore putts hauling babes. Speaking of babes, there were more women riding their own iron than ever before. We're glad you sisters have joined the family. As far as the Laconia Rally is concerned, our two-wheeled family has a long and proud tradition.

Motorcycle riders have been coming to the Lakes Region since the teens to take in the sights, with the first organized AMA Gypsy Tour in 1919. So it's a haven for entrepreneurs of all types. Nearly everything is given a biker slant these days, thanks to the mass appeal of those Discovery Channel shows and with the wide variety of people puttin', why not? And there were over 400 vendors looking to cash in on the visiting bikers this year in The Weirs alone. The mom-and-pop shops were the ones we tried to deal with. These folks hang in there all year under adverse conditions and The Loudon Classic is their chance to make a few bucks during the summer months.

As always, Laconia was a sea of bikes, babes and good times all around. If it was gloomy outside, the party just moved indoors. Some of the highlights included the Easyriders Centerfold Tour over at the Broken Spoke. Here you could see cool custom choppers by master builders Billy Lane, Eddie Trotta, Kim Suter, Kendall Johnson, Paul Yaffe, and Indian Larry. You could also hang out with these famous builders, get autographs, take pictures and generally embarrass yourself.







Speaking of rock star-status custom bike builders, over at the famous Lobster Pound, the Hard Rock Roadhouse (put on by the Seminole Hard Rock Hotel and Casino) was a great place to party with such builders as Cory Ness, Chica, Eddie Trotta and Kendall Johnson. There, you could check out these builders' custom Hard Rock bikes (shades of the old Camel Roadhouse).

You could also rock to live music, drink, check out the Hard Rock girls, drink, meet the Hawaiian Tropic girls, drink some more, enter to win your choice of the Hard Rock bikes, and basically drink. Carrie Repp sure knows how to throw a party!

Another sort of highlight was the annual POW/MIA Freedom Ride on Thursday organized by the Northeast POW/MIA Network. An orderly parade of riders snaked their way through Weirs

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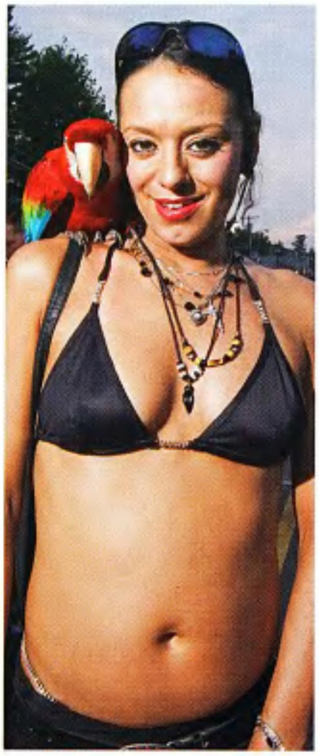

Beach, to Hesky Park lakeside in nearby Meredith, reminding us to never forget those who didn't make it back alive in times of war.

With many thousands of bikers attending the Laconia Run this year, it was still easy to get around and party (as long as you weren't in the middle of Weirs Beach, that is). Ace photographer Michael Lichter managed to capture some of the magic of this great event for these pages. We hope they bring back memories of this year's run to all of you that made the ride and left the burnouts.

Special thanks to Cynthia (who went down on her scoot and broke her wrist) and Peter Makris at The Naswa Resort for the great hospitality and the best food in New Hampshire and to Charlie St. Clair for just being Schultzy and setting off all those great fireworks. —*Dave Nichols*

Photos: Michael Lichter

Easyriders

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ROADHOUSE

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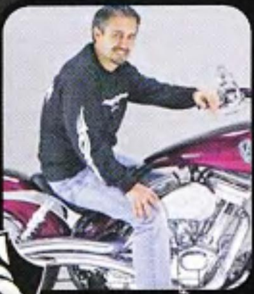
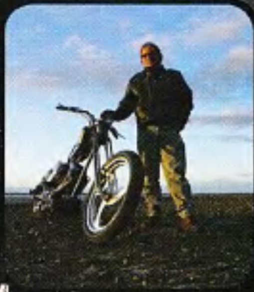


CORY NESS

Chica Custom Cycles

CHICA

EDDIE TROTTA



KENDALL JOHNSON

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# GOT MOTOR?

Despite the predictions of its demise, from a multitude of sources, the V-twin motor rules. The 45-degree V-twin configuration has had a few ups and downs since Harley first started putting them in their motorcycles way back in 1909. Now, as it enters its 96th year of production, there will be more V-twins made worldwide in 2005 than the total that were made in the design's first 50 years combined.

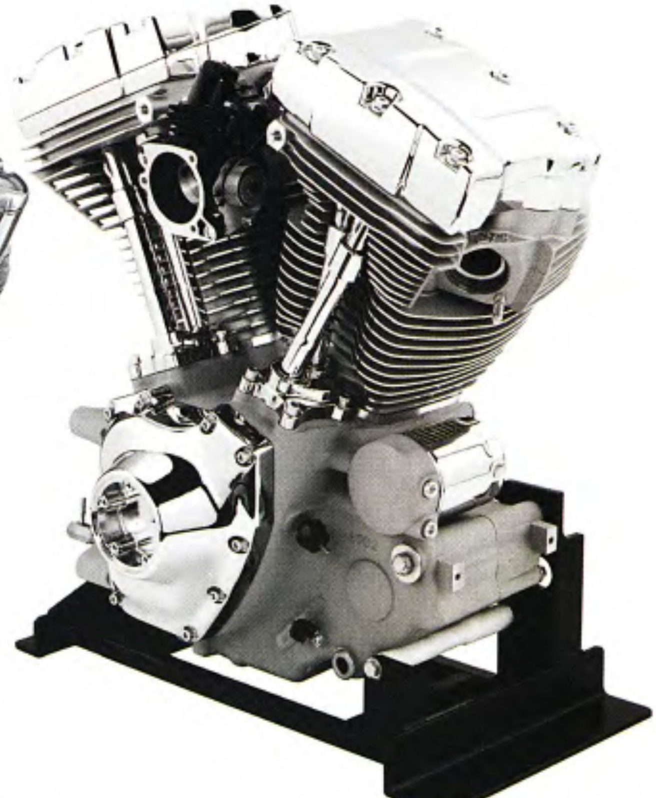
Its not like Harley is the only company making them, either. In the USA there's Victory Motorcycles and a whole bunch of aftermarket companies and lest we not forget the multitude of foreign bikes that have also rediscovered the V-twin motor. Not that all of these or the motors that came before them are all the same. On the contrary, the V-twin has come in more styles and valve arrangements than a Chinese restaurant can fix rice. There have been flatheads, overhead valves, rotary valves and overhead cam motors.

So, in this world that is being overrun with V-twins, are we living in a golden age? With respects to the types of motors that are in our Harley's and those that we build bikes around, life has never been better. Whereas Harley was the only company making complete motors just over 10 years ago, there are now a number of motors to choose from. And if size matters to you, there are motors out there that reach up to 160 cubic inches. Currently there are two primary types and several secondary types of motors being sold.

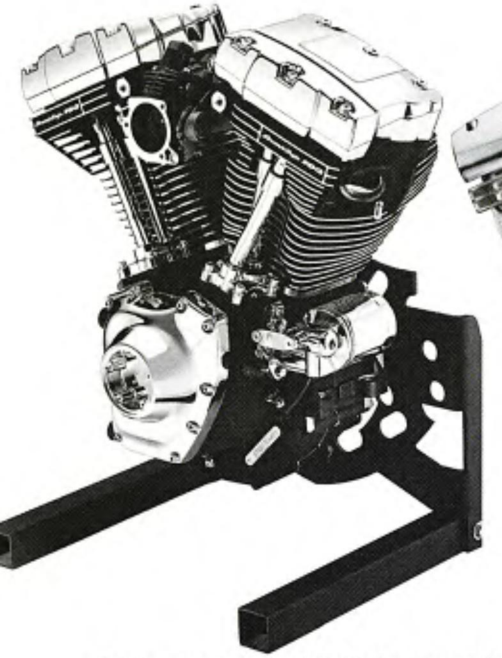
Of the basic types of V-twin motors, the newer Twin Cam variety is the most popular. This stems from the simple fact that the Motor Company makes over 200,000 of them each year. In fact they produced the 1,000,000th Twin Cam motor during the 2004 model year. In factory-stock trim the Twin Cam motor has a displacement of 88 cubic inches. But the Harley CVO (Custom Vehicle Operations), has produced bikes with 95-inch and 103-inch Twin Cam motors.

The Harley-Davidson Genuine Parts and Accessories Catalog currently lists complete 88-inch, 95-inch and 103-inch Twin Cam motors. Because of the design patents that the factory has on several internal components, Harley has a lock on complete Twin Cam motors. There are a couple of companies that sell partial Twin Cam motors; S&S's 124-inch version only needs the cam mounting plate and oil pump to complete it. A number of companies also offer major hop-up kits for the Twin Cam.

A bone stock Twin Cam 88 motor. Harley sells this motor in natural finish or their black with polished and chrome finish. You can buy the standard motor, which comes in Dyna and FLH bikes or the B series from the Softail line.



For those seeking more grunt the factory offers 95-inch versions of the Twin Cam motor. This is a B version. It is also available in the standard Dyna/FLH configuration, again in either natural or black and chrome.



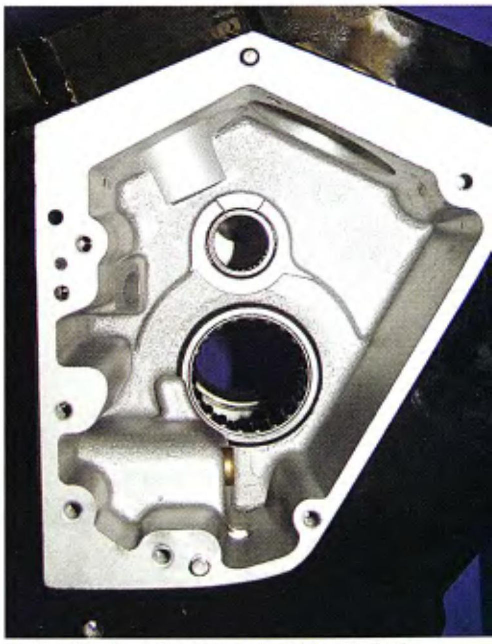
For you sporting chaps the factory now sells a 103-inch Twin Cam motor. These motors require oil coolers and a heavy-duty clutch. This is the same motor that was used in the CVO Screamin' Eagle dresser for 2004 and is in the CVO dresser and Fat Boy for 2005.

In the mid-displacement area RevTech's 110-inch motor is very popular. For added reliability, it was designed from the ground-up at this size.

S&S has just released a new updated version of the shovelhead motor. They are available with generator- or alternator-style cases. There are two displacements offered: 80 and 96 inches. This motor has hydraulic lifters with billet lifter blocks.

The factory 80-inch Evolution motor—it has been around for 21 years. Although the design is old the factory made a lot of improvements to it; all of these changes are incorporated into this motor. It is one of the great bargains in V-twin motors.

At 124 cubic inches the TP Engineering motor makes huge amounts of power. Even with the increased sizes of the individual parts, it still bolts into the standard V-twin mounting pattern.



To handle all of the torque that the 124-inch motor puts out, TP Engineering made the lifter block area and right side main bearing a lot thicker than on a regular Evo motor's crankcase.

Harley's previous production motor, the Evolution, is still a hot item. In fact it is the motor of choice for most custom builders. This has not been lost on the factory; they still produce the Evolution motor in its 80-inch version that was last used in the 1999 Softail. At 80 inches this is not a horsepower champ, but at its price, $2,995 in natural finish, it is a great foundation piece to build a bike around.

This is also the motor design that the aftermarket builds. Because the basic Evolution motor was introduced over 20 years ago there aren't any patent constraints on it. You can get Evolution pattern motors in sizes from 88 inches to a whopping 160 inches.

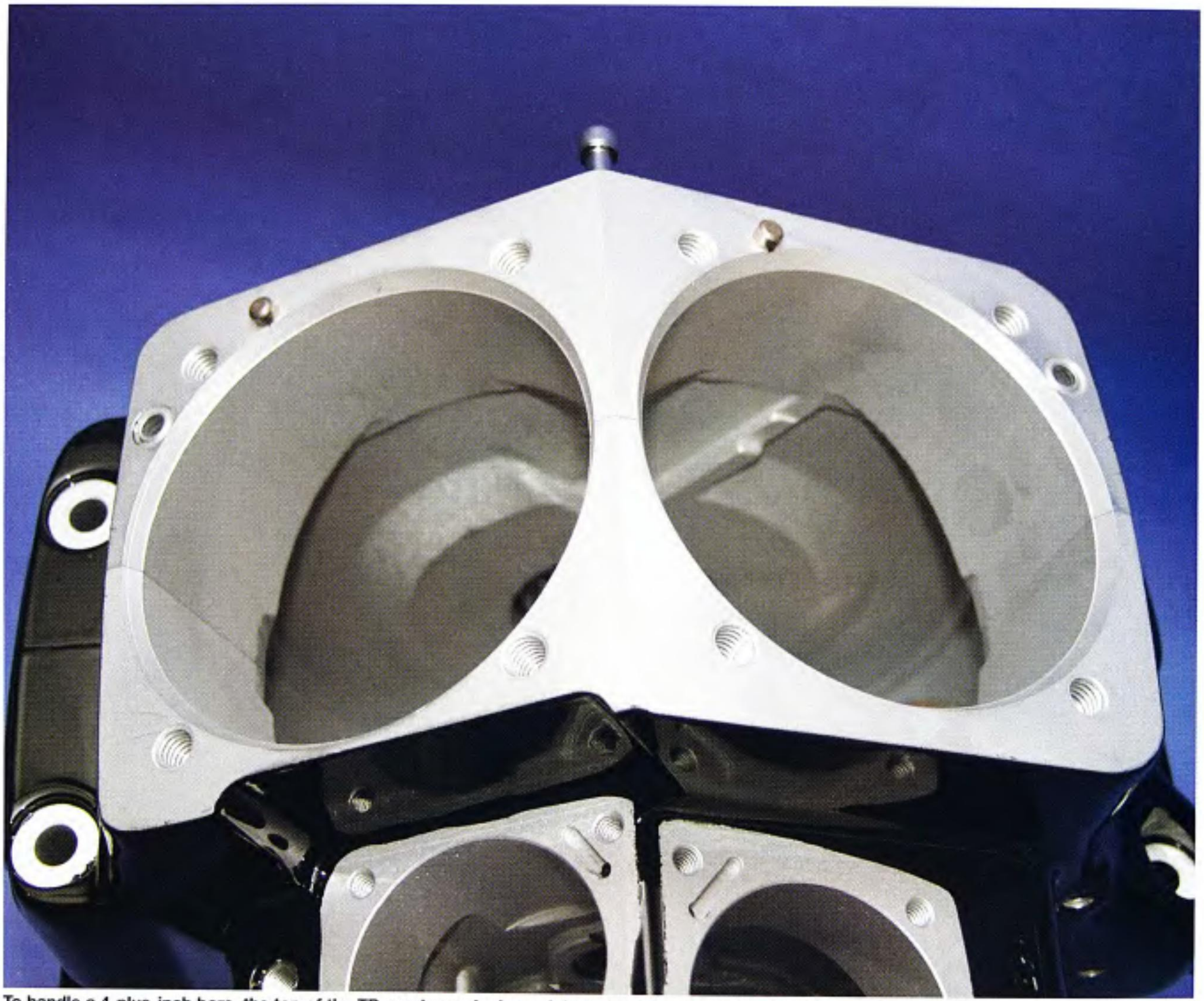
At the present time the 100-inch to 124-inch are the motors that we see the most on the road in custom bikes. The basic layout of these big motors is about the only thing that they have in common with their Motor Company made ancestors. Very few of the internal parts are interchangeable, but the majority of the bolt-on hop-up parts that were originally designed for the Harley-built Evolution motor will fit the aftermarket motors.

For those builders that want something a little different powering their bike, there are a few of companies that make the older-style motors: shovelhead, panhead and knucklehead designs. These motors mostly fall into the one-off exotic category. Their displacements run between 80 and 100 inches. Some of the motors are faithful copies of the original Harley designs, complete with the idiosyncrasies and flaws that they had, while others have been modernized with the later well-proven internal components.

Making a big motor requires more than just increasing the bore and stroke. To get to 4 inches and larger bores the crankcase must be redesigned with the cam gear chest moved out to the right side to accommodate the increased spacing on the cylinder studs.

As everything grows to support the bigger displacement, more metal must also be fitted into the motor's bearing supports to deal with the added power that these motors put out. The larger displacement requires that the valve sizes be increased to handle the added flow for the larger cylinders. All of these changes and improvements add to the cost of these motors. It is not uncommon for a 124-inch motor to cost three to four times what Harley sells its 80-inch Evo for.

As these motors start cranking out gross amounts of power, the downstream drivetrain components need to be in top shape or you could be sitting beside the road looking at a broken belt or burned-out clutch. One of the things a lot of riders don't think of until it doesn't work is trying to start a big motor. There are several high-capacity starters out there but you should also have compression releases in the heads.



To handle a 4-plus-inch bore, the top of the TP crankcase is down right huge compared to the factory motor.

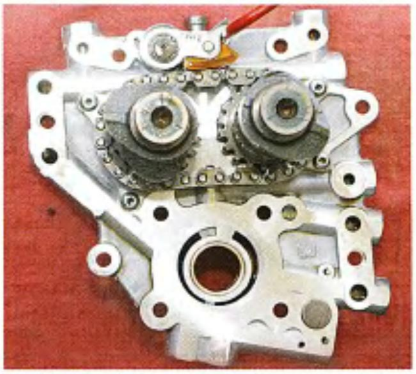
The 124's pistons are a slipper skirt forged type. Their rotating weight is only slightly more than the factory's cast pistons.

The TP cylinder heads have larger combustion chamber and valves. The chamber and both ports are CNC-machined for uniformity and to maximize their flow.

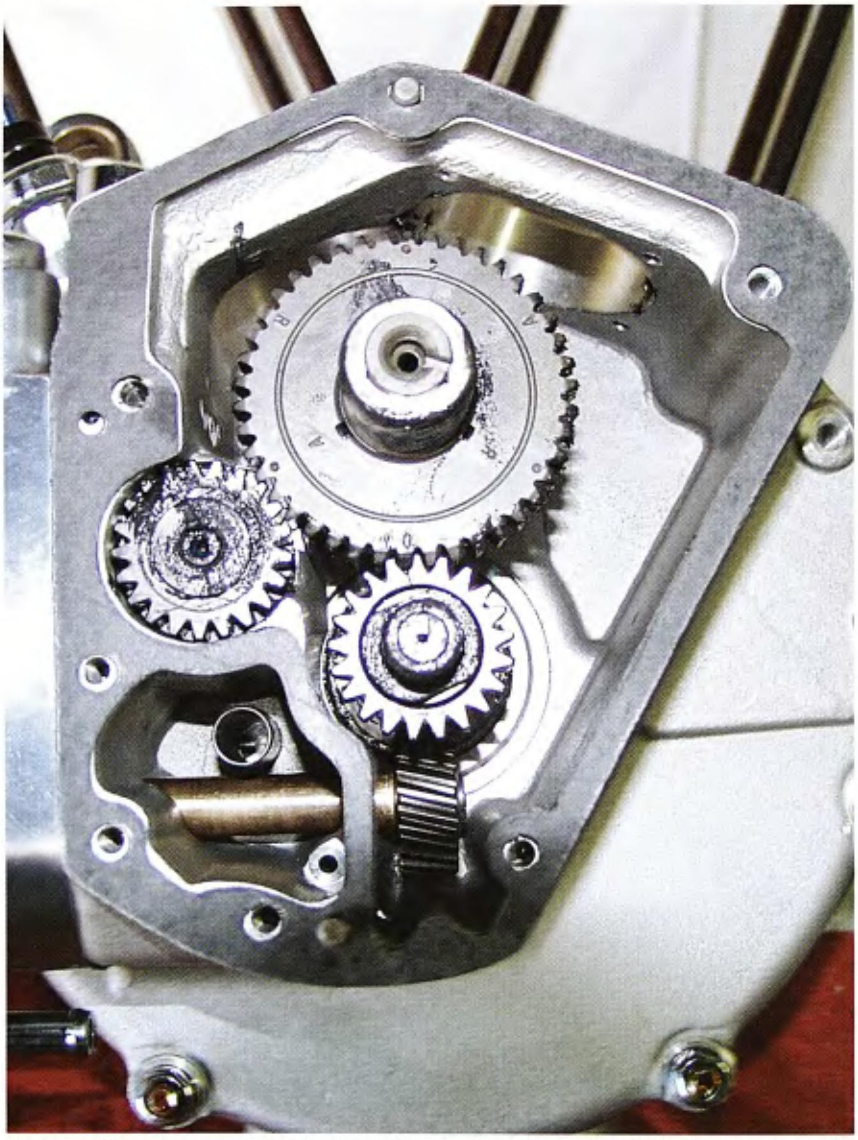
You ain't gonna start a big motor without a set of compression releases in the cylinder heads.

All Evolution and Twin Cam motors made before 2003 had a set of matched Timken tapered roller bearings supporting the left side of the crankshaft.

2003 and newer motors have a single roller bearing for the left side of the crankshaft. This is the same bearing that is used for the right side of the crankshaft. Some folks don't think that this change will work in high-performance motors. Zippers Products has a kit to convert the left-side bearing back to the tapered Timken setup.



On the Twin Cam motor there is a set of sprockets (top), a drive chain and a tensioner that are used to drive the rear camshaft. On the inside of the cam mounting plate (above), there is a second drive chain and tensioner that drive the front cam off of the rear cam.



The cam drive gear system used in the Evolution motor. It is simplicity in itself, one gear on the end of the crank driving the camshaft.

So what is the big difference between the Evolution pattern motor and the Twin Cam motor? First off, as the name implies, there's the number of camshafts that they use. Along with this change is the way that the cams and the oil pump are driven. But more basic is the left-side main bearing assembly; the early motors have a pair of Timken tapered roller bearings while the 2003 and up motors use a single straight roller bearing. The internal oiling and breather systems are different. Other than the rocker arms, valve springs and valve retainers there aren't any parts that are interchangeable between the two designs.

*—John Sullivan*

## Sources

**HARLEY-DAVIDSON**
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www.harley-davidson.com

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Photos: John Sullivan and manufacturers

# Talking Tech

### CHEAP AND EASY

I'm having a 124-inch kit put in my 1999 FLHST and am worried about the clutch slipping. I won't have money for a Bandit or a Screamin' Eagle clutch for a while and was wondering if there is a cheaper alternative that would hold the power. It would be a bitch to have a nice engine like this and then get outrun by a slower bike because of the clutch not holding.

Arron Tooley
Narwal, Mississippi

*The folks at Barnett Tool & Engineering have got you covered. They make a kit that will replace the diaphragm spring in your present clutch with six coil springs and a billet pressure plate. I have this kit in my 124-inch Electra Glide and it works great. Your stock plates may still be OK if you haven't slipped them or beat them up too much, but replace them if you have any doubt.*

### TIMID TREKKER

I'm planning a three-week long trip across the lower U.S. on my Dyna Sport. I'm concerned about the fuel range and am considering carrying a couple of oil containers with gas in them but a friend says the gasoline will melt the plastic. Is that true? Is there a better solution?

Corky St. Clair
Blaine, Iowa

*Gasoline might eventually dissolve the plastic, but it'll work fine for the amount of time you're talking about. Don't forget a funnel. Just on general purpose I'd use the gas in a car after I got home instead of leaving it to sit around. A length of gas line coiled up and stashed in a saddlebag to use as a siphon is the stand-by for emergency gas fills. Also, if you know how many miles per gallon you're getting, plan out your route on a Web site like MapQuest and you won't be stressing on the road.*

### PRETTY VS. STOPPING POWER

The stock brake disks on my 1988 Softail are starting to look pretty bad. They are scored and dingy looking. I want to replace them with polished disks but it seems to me that the brake pads will just scuff up the polished surface and then I will be right back at square one. What is the deal on this? I saw a lot of polished disks on bikes at Sturgis but wondered if they are just trailer queens.

Sid Ramos
Atlanta

*Some pads are OK for polished rotors and some aren't. Ferrodo's PRP pads were designed for polished rotors and are available for your Softail.*

### EASY OUT MY ASS

I picked up a used 4-speed transmission case at a swap meet. The only problem is that some bozo broke off a kicker-cover stud and broke off an Easy Out inside the stud. I can't make a dent in the Easy Out and there is nothing to grab hold of to turn the stud out.

Lars Upkin
Torn Lung, Nevada

*Rest easy, there is a solution. You need to find a machine shop with an EDM machine. Here in the bike world, EDM stands for "Electric Discharge Machining." A machine generates a strong electrical current that discharges into the work piece—in this case, the broken stud and Easy Out. That will erode them away until all that's left is the stud threads. The operator will pick them out, chase the case threads with a tap, and hand back your tranny case.*

*EDM is usually pretty cheap, the only drawback being that it can be hard to find in rural areas. Any machine shop in a decent-sized city should be able to steer you in the right direction.*

### SPARKY SPORTY

My 1973 Sportster has started to foul spark plugs. I hate to ask this because it seems too simple and I know what you are going to say, but can I fix this with a hotter spark plug?

George Guida
East Stroudsburg, Pennsylvania

*In some cases, you can. You didn't say which plugs you are using now, so I don't know what to recommend. If you're already using a hot plug, going hotter carries the risk of detonation.*

*If your Sporty has been running OK but only recently started fouling plugs, you'll be better off finding the problem and fixing it instead of trying to Band-Aid it with a hot plug. Take a close look at the plugs. If they're oily, your top end needs work. If they're black and sooty, your ignition is weak. A rich carb will soot up your plugs too, but you didn't mention a carb change so I'm guessing that's not the problem.*

*If you have a weak ignition, the problem part is most likely the coil. Check all of your wiring connections and then replace the coil, points, wires, and plugs if you find nothing wrong.*

*If the plugs are oily and you're comfortable with engine work, read the "Top End" section in your Shop Manual and dive in. It's tempting to order rings and pistons in advance to save time, but you'll want to see what oversize is inside your motor now before you start buying new parts. Worn rings or valves/guides are probably at fault, but you'll want to clean your heads thoroughly and check them for cracks in the combustion chambers before putting everything back together.*

### KNUCKLEHEAD KNOWLEDGE

Can you tell me how to get in touch with a guy named Anders who I hear is now making new knucklehead parts overseas?

Bruce Kramer
Edmonds, Washington

*I'm guessing you're not online or you would have found him with a search, so I'll start with postal and phone info. Anders' last name is Nygren, and his company is Flathead Power. Write him at Flathead Power Sweden AB, Fredriksfors 4149, S-820 60 Delsbo, Sweden, or call 46653-230 72. Making overseas calls can be a mother if you're not used to it, so dial "O" and ask for an overseas operator if you run into problems.*

*If I'm right about you not being online, do yourself a favor and find someone who is. Then have them click up www.flatheadpower.com for you. Better get comfortable if you're a knuckle guy, though, because you'll be there for awhile.*

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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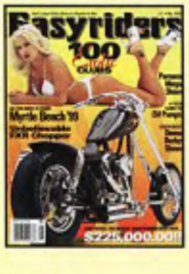

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# ANNUAL TATTOO SPECIAL

The whir of the tat gun, the smell of the ink, the blood, the burn, the pride. Tattoos offer rites of passage, which have celebrated the victory of the hunt, indoctrination into tribe, and membership into brotherhood since time out of mind.

Each year *Easyriders* brings you our Tattoo Special featuring some of the best biker "dermagraphics" from the talented lens of our senior photographer Billy Tinney and photo contributors of our sister publications *Tattoo*, *Tattoo Flash*, and *Tattoo Savage*.

What lays in wait for you on these pages are images that conjure up the whole of the motorcycle riding experience. Here you'll find tattoos that were designed with care to represent the collector's dreams of riding free, and dedication to the lifestyle we love. Perhaps this special look at Biker Ink will inspire you to go under the needle yourself and realize your own rite of passage. *—Dave Nichols*

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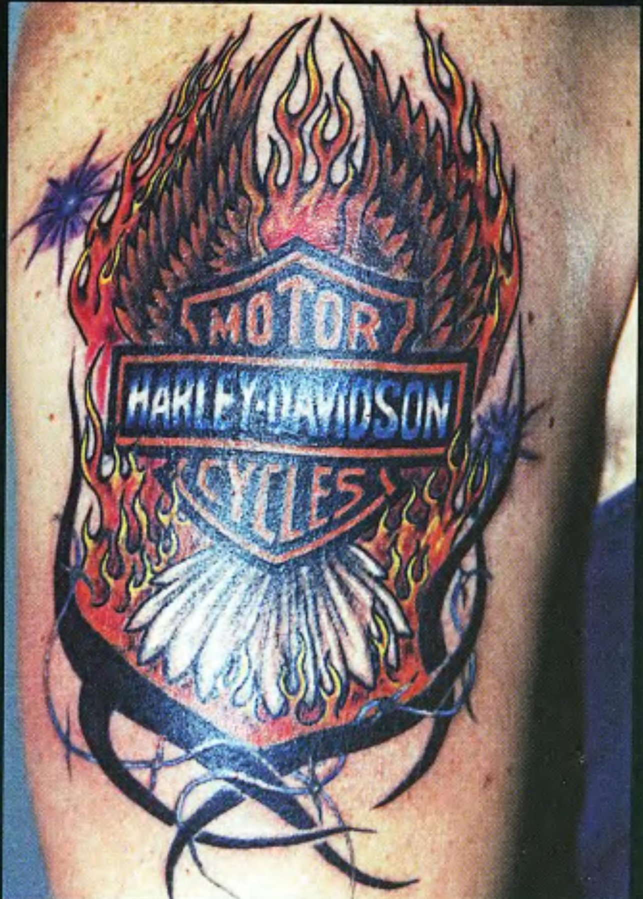
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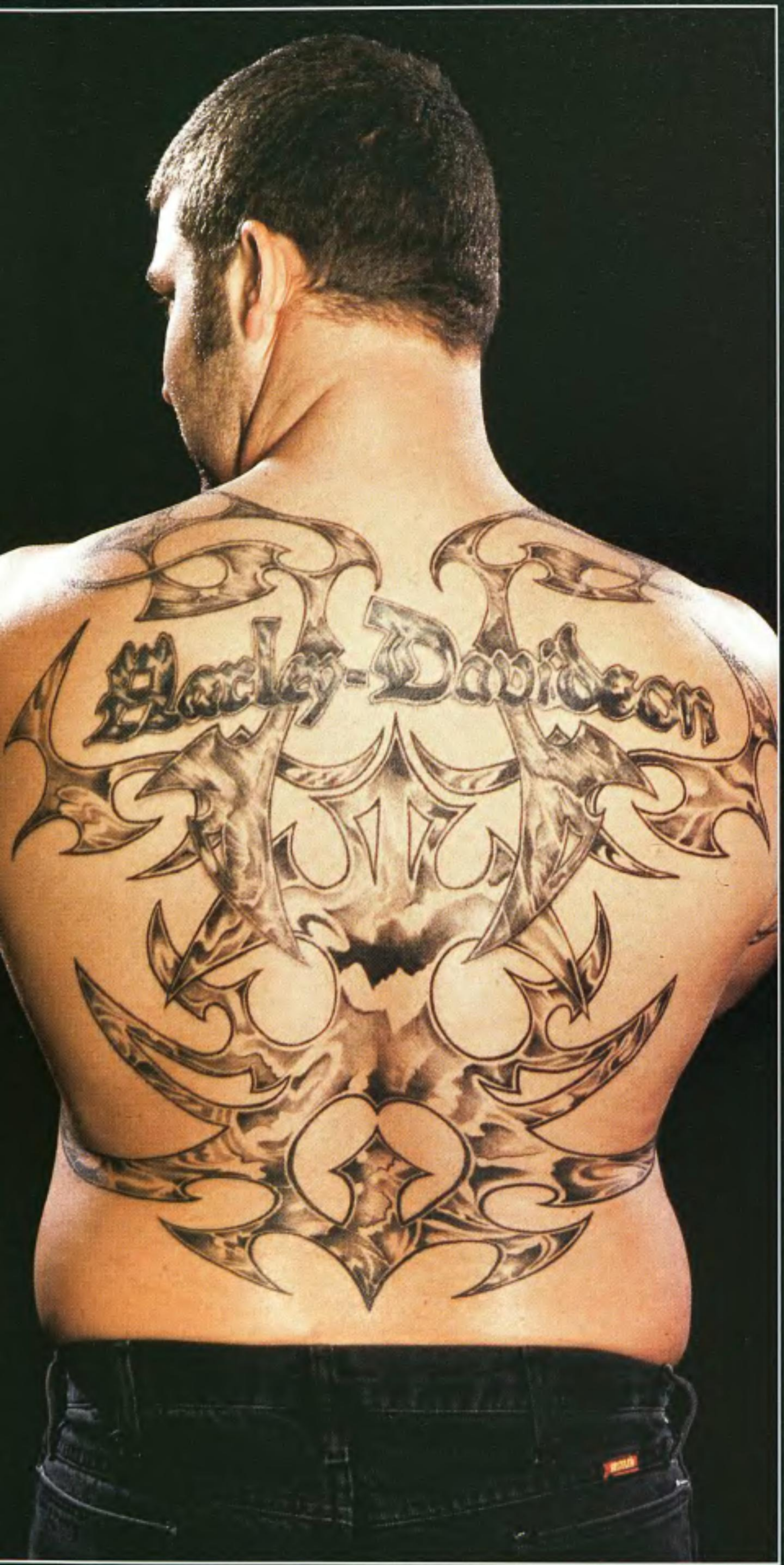



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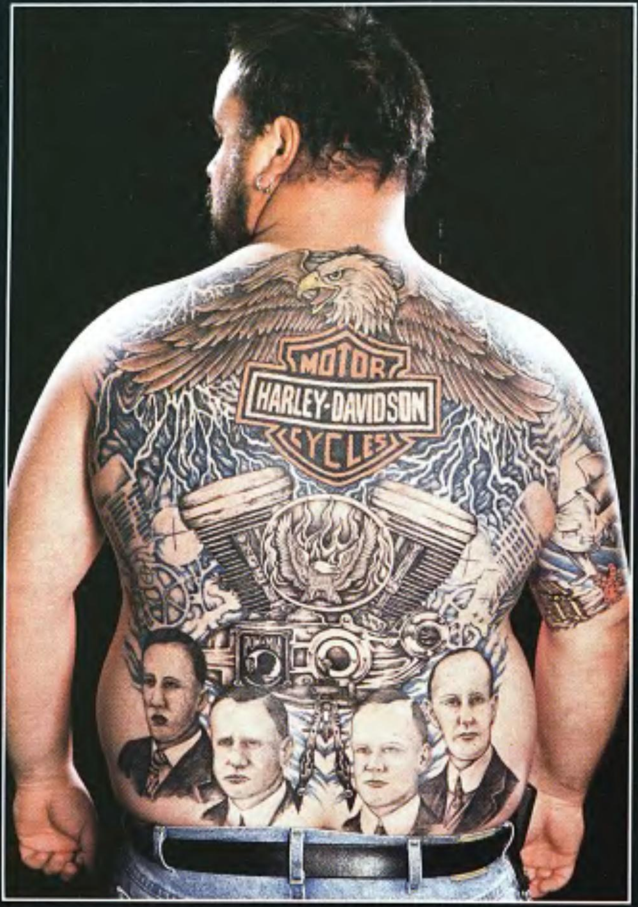


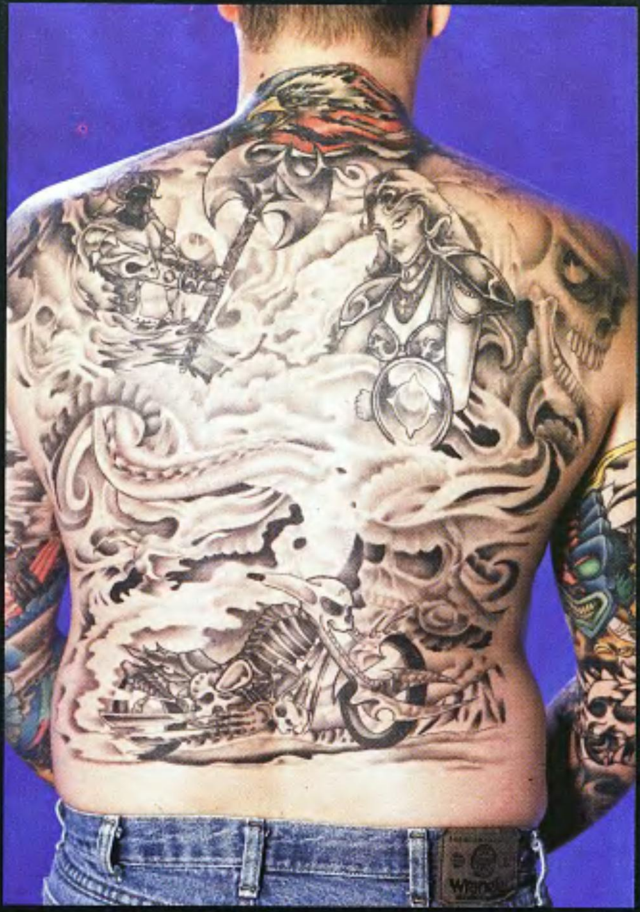

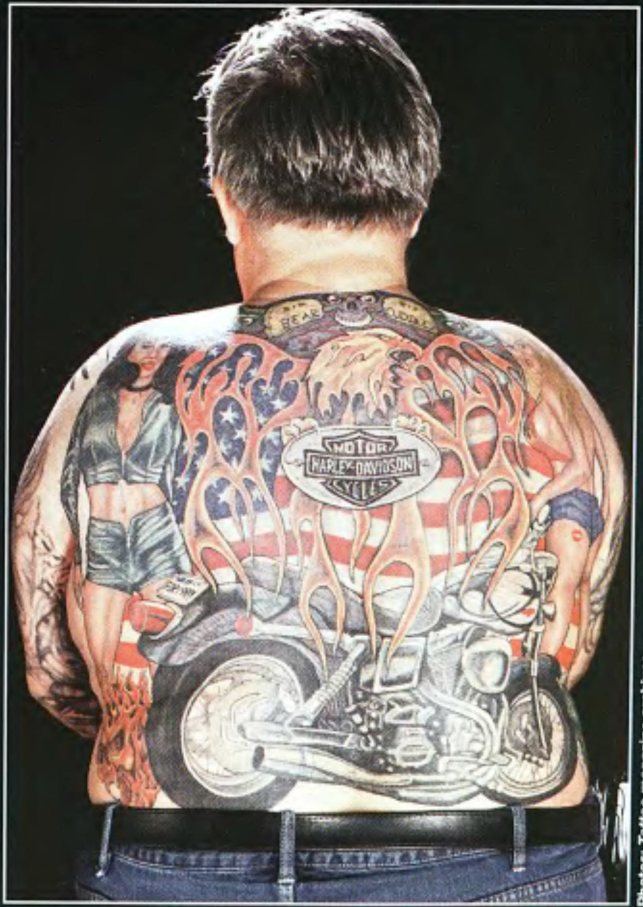


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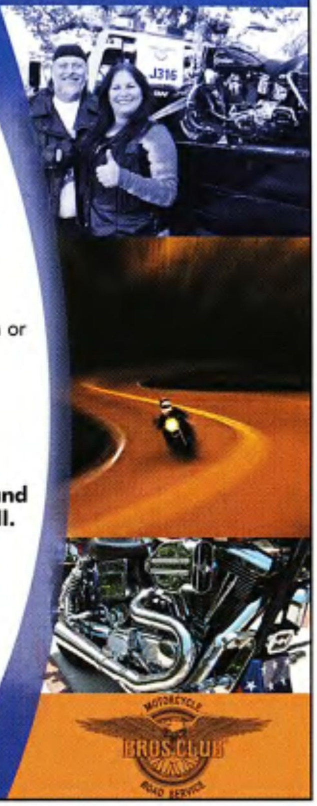


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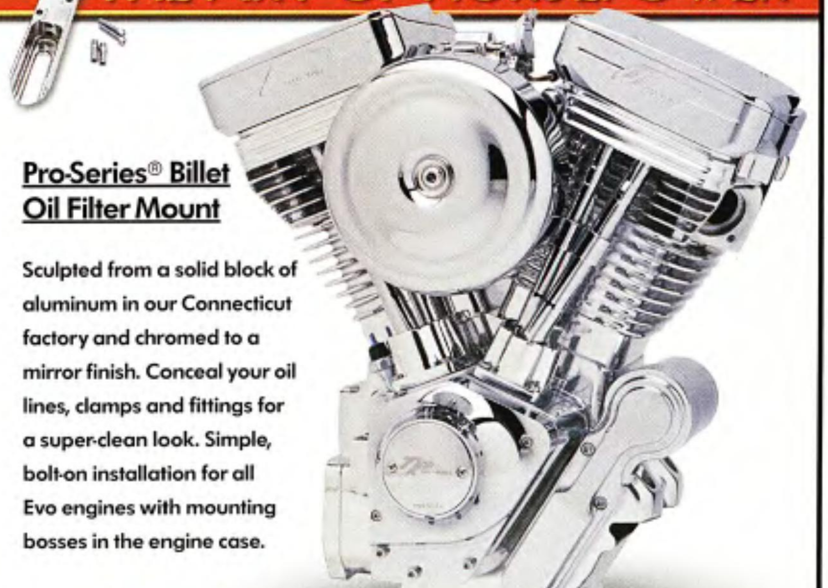

HERRERA'S HARMAN PANHEAD

# Old-School Beauty

As a broker of office furniture, Anthony may not seem the type to feel comfortable on what can only be described as an old-school chopper any old-timer would surely drool over. But don't let Anthony's demure demeanor fool you: Inside this businessman beats the heart of a true and longtime Harley lover. "My dad introduced me to Harleys," he remembers, "and got my motorcycle license before I got my car license. I've owned about 15 Harleys in my 36 years."

In fact, he clearly remembers going to Disneyland when he was 10 and seeing a chopper in the America Sings Theater. "That's when I knew I'd have one just like that one day," he says.

Although there's hardly anything Disneyesque about this beauty, Anthony knew how to go about getting exactly what he wanted. First he heard about an old-timer having had a stroke and being unable to kickstart his bike. He was ready to sell, and Anthony was ready to buy. "But I wasn't exactly thrilled with the condition of the bike, because the guy had used it as his daily ride for the past 37 years," he says. So, he turned to Paul Wheeler.

Paul, some of you old-timers may remember, was on the cover over our third issue of *Easyriders*, way back in ancient times, when this rag was still 75 cents! On Page 28 of that October '71 issue, Dog Breath writes, "Paul has the kind of job a lot of us would like to have: He and his brothers build choppers."

Since Paul still builds choppers, you can safely say he's one of the foremost authorities on chopper building anywhere. And that's exactly what Anthony appreciated about Paul, besides his being "a helluva nice guy."

Anthony spent a year chasing antique and old parts all over the country, visiting swap meets and surfing the net. "Paul helped me a lot with finding the right parts," he says, "and he put the bike together once we had all the parts."

It took Paul about three months. "We kept the heart of the bike," Anthony says, "like the Harman frame, the pan motor, the original tranny, the gas tank, the whole fork assembly, rims, all the hard

components. Paul had an old spool hub we had redone. The pipes were re-bent, because they weren't at the right angle. Paul made brackets for the frame, so everything looked smooth and clean. And all the wiring was tucked into the frame, so you can't see anything. And we used toggle switches everywhere."

Anthony doesn't plan on riding his newest acquisition much, though. He's got a '96 Touring Classic and a '67 FL with sidecar for that. "I want to show this one and preserve it for as long as I can. It's such a rare piece with the Harman frame and matching front end."

With any luck, we'll be able to drool over this old-school beauty in person at one or more of our upcoming Easyriders Bike Shows. *—Red Baron*

Easyriders

# passin' gas

The biker's ol' lady seduces the pest control man. They're getting it on in the bedroom when the roar of the ol' man's Harley is heard in the driveway.

"Quick!" she says, "Get in the closet!"

The bro finds the exterminator's clothes and becomes suspicious. He starts looking around and finds the guy. "Who the fuck are you and why in the hell are you in my closet?" the angry biker asks.

"I work for BYE-BYE-BUGS," the man says, "and I'm here to investigate a complaint of moths in your house."

"And why in the fuck are you naked?" inquires the bro.

The pest control man looks down at himself and with a look of surprise says, "Why those little bastards!"

*B. Whitcomb*
*Palmdale, California*

When a blonde finally got hitched, her husband bought her one of those fancy coffee makers. It had all the latest gadgets on it. The salesman carefully explained how everything worked: how to plug it in, set the timer, go back to bed…and upon rising the coffee would be ready.

A few weeks later the blonde was back in the store and the salesman asked her how she liked the coffee maker.

"Wonderful!" she replied. "But there's one thing I don't get. Why do I have to go to bed every time I want to make a pot of coffee?"

*Rebecca Stacey*
*Bakersfield, California*

A man walked into a supermarket with his zipper down. A lady cashier walked up to him and said, "Your barracks door is open." This is not a phrase men normally use so he went on his way, looking puzzled.

When he was almost finished shopping, a man came up and said, "Your fly is down."

He zipped up, finished shopping, and intentionally got in the checkout line where the lady cashier worked who had told him his barracks door was open. He was planning to have a little fun with her. So when he reached the counter, he said, "When you saw my barracks door open, did you see a soldier standing at attention?"

The lady thought for a moment and said, "No, I didn't. All I saw was a disabled veteran sitting on two duffel bags."

*Robert Sanderson*
*Conneautville, Pennsylvania*

Clem usually works the nightshift but the boss lets him leave early. About midnight when he and his wife are in bed sleeping, the phone rings. He picks it up and after a few seconds replies, "How in the hell am I supposed to know that? We're 200 miles inland!" and hangs up.

His wife rolls over and asks, "Clem, who was that?"

"I don't know, some asshole wanting to know if the coast was clear."

*Rocky*
*W.P.B., Florida*

Just out of college and not working yet, Rocko picked up his date at her parents' home. He'd scraped together every cent he had to take her to a fancy restaurant. To his dismay, she ordered almost everything expensive on the menu: appetizers, lobster, champagne—the works.

Finally he asked her, "Does your mother feed you like this at home?"

"No," she said, "but my mother's not looking to get laid either."

*Stone's Throw*
*W.P.B., Florida*

Kyle and Abby, both patients in a mental hospital, are walking past the sanitarium swimming pool, when Kyle suddenly jumps into the deep end, sinks to the bottom, and stays there. Abby promptly jumps in, swims to the bottom, and pulls Kyle out.

When the medical director becomes aware of Abby's heroic act, he immediately orders her to be discharged from the hospital, since he now considers her to be mentally stable.

The director decides to give Abby the news in person. "I have good news and bad news," he says. "The good news is that you've been discharged because your recent behavior shows that you've regained your cognitive senses. The bad news is that Kyle, the patient you saved, hanged himself with his bathrobe belt in the lavatory. I'm sorry, but he's dead."

"No, no, he didn't hang himself," Abby replies. "I put him there to dry."

*D. Chance*

A biker gets lost in the woods and spends the next two days wandering around with no food. Finally he spots a bald eagle on the ledge, hits it with a big rock, and begins to eat it raw.

A park ranger stumbles on the scene and arrests the biker for killing an endangered species.

In court the biker explains that he was on the edge of starvation and had no choice.

"Considering the circumstances, I find you not guilty," says the judge. "But I have to ask, what did the eagle taste like?"

"Well, your Honor," the biker replies, "It tasted something like a cross between a whooping crane and a spotted owl."

*D. Vida*
*Pontiac, Illinois*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

**Owner:** ..........Anthony Herrera
**City:** ..........Norwalk, California

**General**

Fabrication: ........Paul Wheeler
Year and make: ................1949 Harley-Davidson
Model:..........John Harman pan
Value:..........................priceless
Assembly:............Paul Wheeler
Time: ..................three months
Chroming: V&C Metal Polishing

**Engine**

Year:..................................1949
Model: ..................FL panhead
Rebuilder:..............Ron Grygos
Ignition: ............points, battery
Displacement: 74 cubic inches
Lower end: ................balanced
Balancing: ........Williams Motor
Pistons: ..................Gary Bang
Cases:.............................stock
Heads:......................'56 big fin
Cam: ..........................Andrews
Lifters: ..............................solid
Carb(s): ...............................SU
Air cleaner: ........velocity stack
Pipes: ........................Paughco
Mufflers: ..........................MCM

**Transmission**

Year:..................................1949
Modifications: ..........close ratio
Shifting:.............................foot
Engine sprocket: ................belt
Trans sprocket: ..........24-tooth
Wheel sprocket:..........51-tooth

**Painting**

Molding: ............Mark Cabrera
Painter: ..............Mark Cabrera
Color: lime gold, crushed glass
Type: ................House of Kolor
Special paint: ..........silver flake

**Frame**

Year:.................................1974
Builder: .............John Harman
Type:..................................rigid
Rake:........................the leaves
Stretch: ......................5 inches
Shocks: ............................none

**Accessories**

Bars: .............combo front end
Risers:............combo front end
Fender(s): ......................Wasco
Headlight:........................Bates
Taillight: .............................J&P
Speedometer: .................none
Dash: .................................n/a
Front pegs: ...................Fence
Rear pegs:........................none
Electrics:......12-volt, generator
Gas tank:...................Paughco
Oil tank:......................Paughco
Oil system: ....late model pump
Primary cover: ....Paul Wheeler
Seat: ..................Danny Gomez
Mirrors: ............................none
Grips: ........................Anderson

**Forks**

Type: ..internally sprung girders
Extension: ........20 inches over
Builder: ..............John Harman
Special features: ..........internal springs

**Wheels**

**Front**

Size:..............................21-inch
Hub: ................................spool
Rim width: ..................2.5-inch
Tire: .........................300 Avon
Brake: ..............................none

**Rear**

Size:..............................16-inch
Hub: ..................................Star
Rim width: ......................4-inch
Tire: ..............................Dunlop
Brake: ....................mechanical

**Special modifications:**............ throttle cable eyes, oil tank mount post, oil tank rear plate, belt guard, chain guard, Randy Smith pan covers and gas cap. Thanks to Andy Miller.

**Photos:** ..............Rick Hustead

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Harley-Davidson has been in the motorcycle business for a 101 years and in the custom motorcycle business for the past six years. By custom they mean motorcycles that are produced by CVO, or their Custom Vehicle Operations program. Harley started the CVO operation in 1999 with the introduction of the FXR-2 bikes. Each year the program has grown a little. For 2005 they are offering three CVO models: the Screamin' Eagle Fat Boy, the Screamin' Eagle Electra Glide and the Screamin' Eagle V-Rod.

As you might deduce by the Screamin' Eagle tag that's on each of their names, the bikes are about more than just looks. In fact the Factory is so worked up over the increased power that these bikes hoard, they introduced them to the press at a drag strip—which was great. We couldn't think of a better way to spend the mourning than banging shifts down the strip on someone else's bike.

We ran them through the 1/8-mile strip at Irwindale Speedway in Southern California. Who would have thought that a factory-stock bagger could hit 80 mph in 1/8 mile?! But that's exactly what this scoot did. For even more

# Customs The H-D Way

## HARLEY'S 2005 CVO MOTORCYCLES

grins, the V-Rod was pushing 95 mph.

The CVO Twin Cam-powered Electra Glide and Fat Boy share a couple of common modifications to their respective power plants. Their displacement has been upped to 103 cubic inches; 3.87-inch bore by 4.37-inch stroke. The Fat Boy's B motor has a special set of balance shafts to augment the stroker flywheels. They are both fitted with CNC-ported cylinder heads that have a 9:1 compression ratio.

The engines are fed through a reprogrammed fuel injection system and also use street-legal exhaust systems. All of these improvements equal a 20% increase in power, too, more than 100 foot-pounds of torque at 3,500 rpm. All of this newfound power goes through a high-performance clutch. For riding comfort both bikes feature hydraulic actuated clutches.

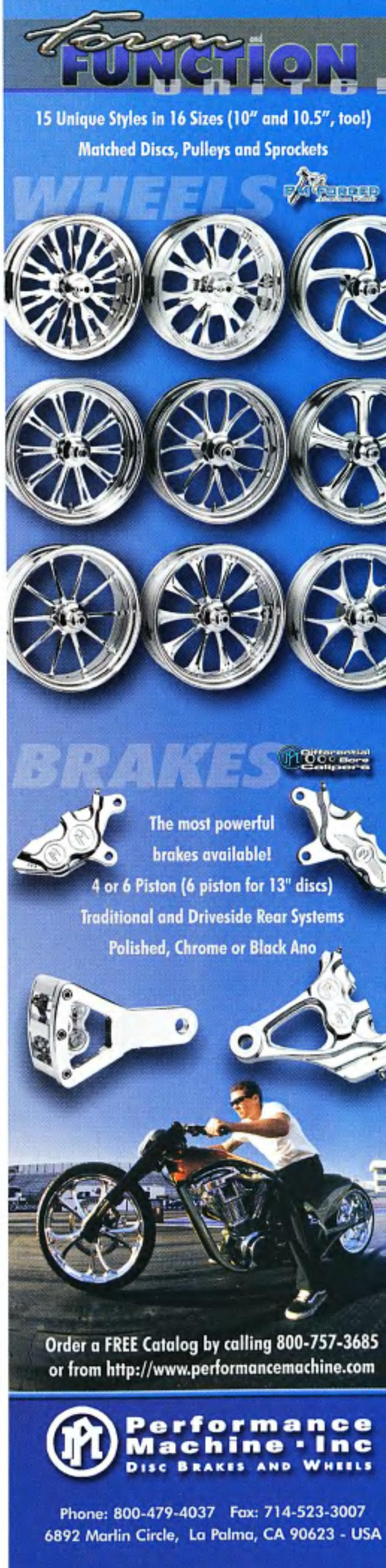
The V-Rod has a 5mm bore increase, for a total displacement of 1,350cc, which is about 81 cubic inches. It also uses CNC ported heads and a set of hotter cams. This gives the already potent motor a 10% increase in power. Riding this bike is a real thrill, as the tech needle hits 4,000 rpm the motor gets a second wind that is just amazing; when this happens the rider had better be hanging

on to the handlebars good and tight.

The bikes have lots of style to go along with all that horsepower. The CVO gang dressed them up in their finest accessories and added custom paint jobs to match. The dresser model comes in the brightest yellow we have ever seen: sunrise yellow pearl and stingray silver. For the riders that don't want to be noticed, it is also available in two-tone candy cherry or two-tone candy teal. The Fat Boy is available in three two-tone paint schemes: platinum mist and slate, candy cobalt and black, and electric cherry and black. The V-Rod comes in three two-tones also: candy blue and dark blue, light and dark candy cherry, and electric orange and black.

The prices for the CVO bikes are: Screamin' Eagle Electra Glide, MSRP $29,995; Screamin' Eagle Fat Boy, MSRP $27,995; Screamin' Eagle V-Rod, MSRP $25,495. The California versions are slightly higher. They will build 3,500 of the dressers, 3,400 Fat Boys and 2,400 of the V-Rods for a grand total of 9,300 CVO motorcycles. —*John Sullivan*

Photos: John Sullivan and H-D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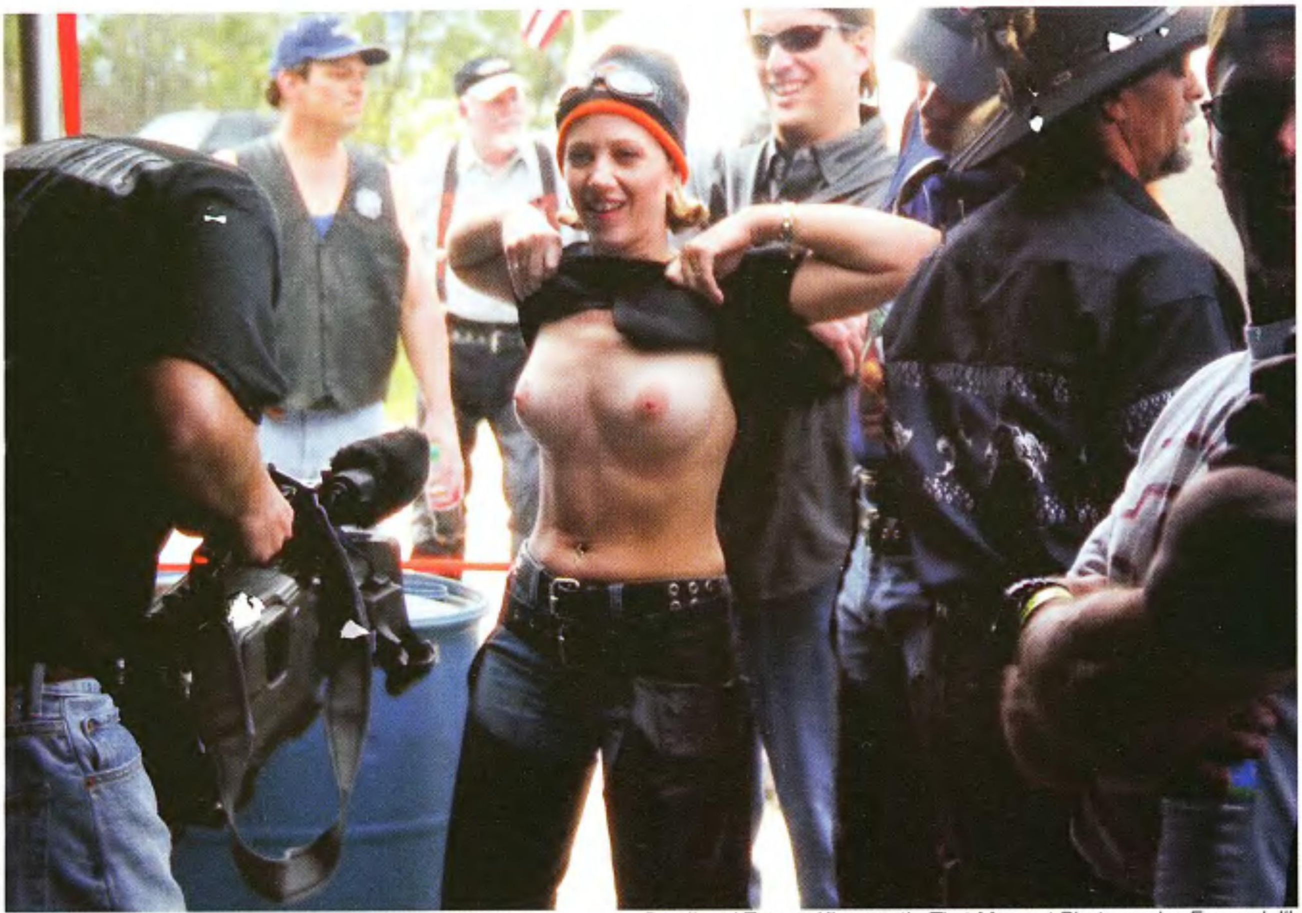
Two-up and proud. —*Nate Ullrich, Freedom Rally, Algona, Iowa*

Don't make bubbles. —*Renegade, Wisconsin Rapids, Wis.*



Caught on tape, biker girls gone bad. *—Darell and Tammy Kingsnorth, That Moment Photography, Esmond, Ill.*

Aaron and the TCHD friends say, "Easy!" *—Katmandu, Stuart, Fla.*

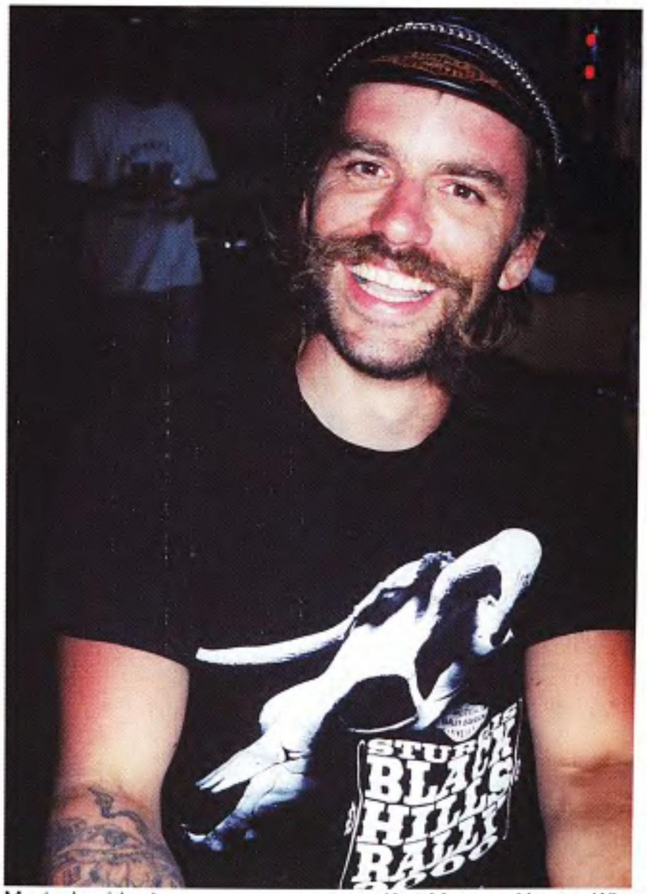
Runny nose. *—Terry Christoffer, Conesville, Iowa*

Prime pointers at Dawgs on Hawgs. *—Vic Pecorino, Huffman, Texas*

True blue and all class at the Harley Rendezvous. —C.J. Parker, Laconia, N.H.

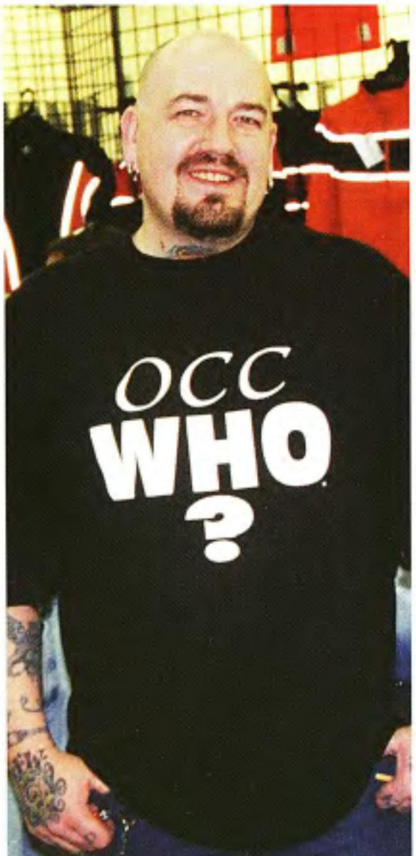
Too cold to ride? Make boob angels. —Candy York, Farragut, Iowa

Nick at night. —Katmandu, Daytona Beach, Fla.



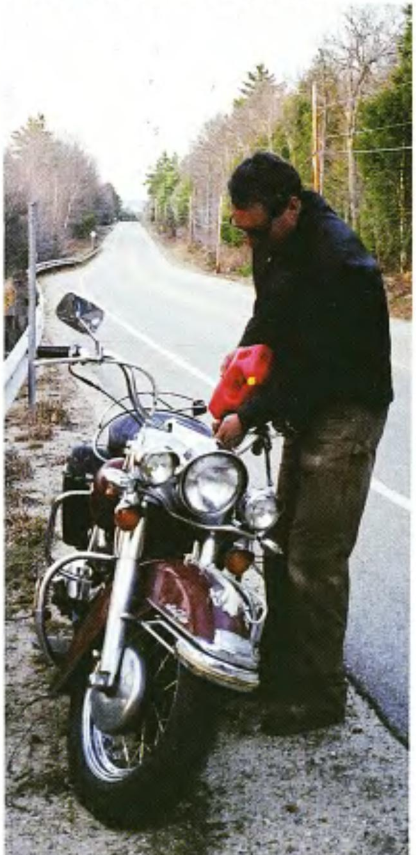
Mustache rides here. —Kurt Messner, Verona, Wis.

Bug shields at the ready. —*Stripe, Snake Hunt Rally, Waynoka, Okla.*

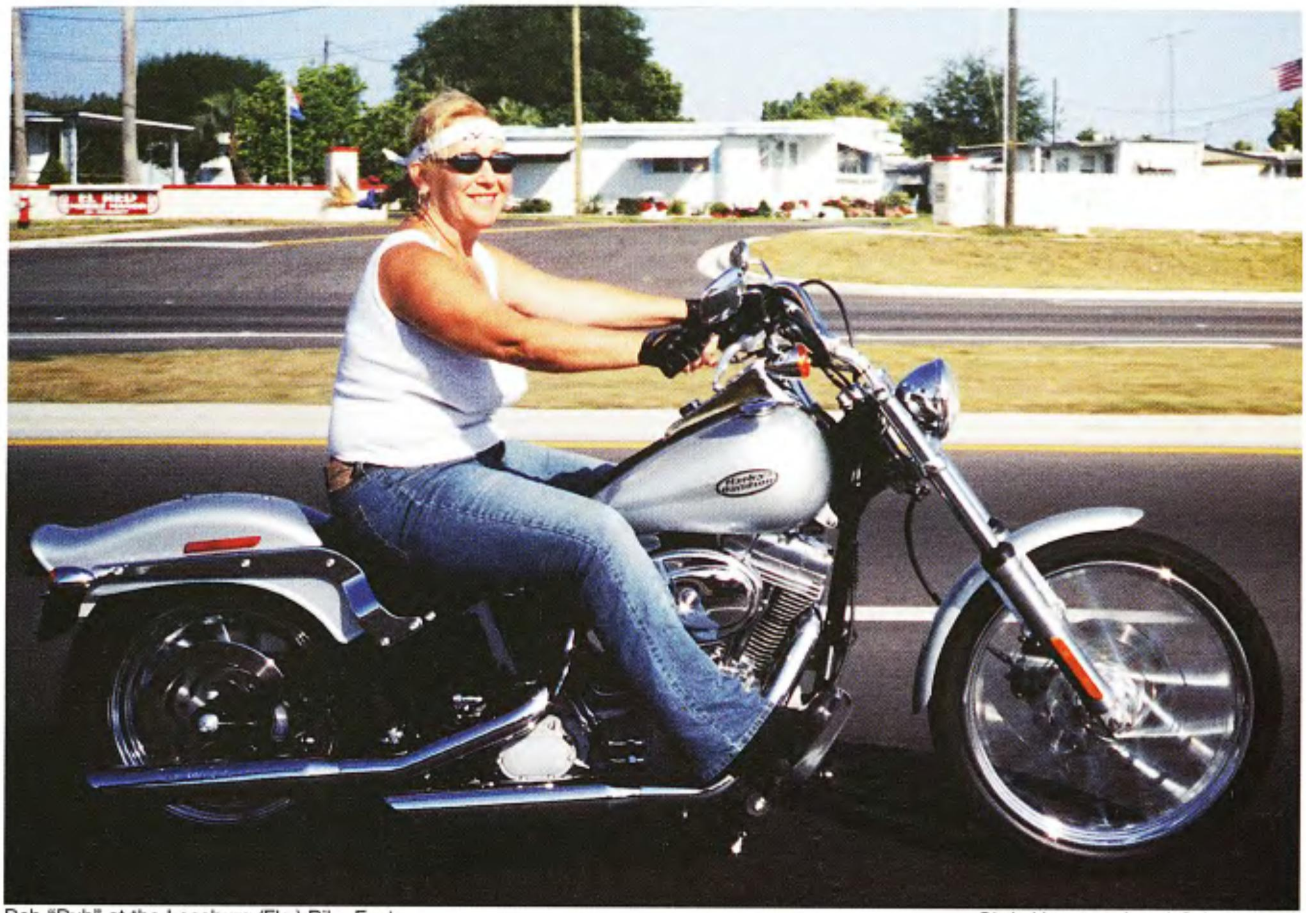



Amen, bro. —*Ed Craun, Chester, Va.*

Stars and strippers. —*Hillister, Jewett, Texas*



Be prepared. —*C.J. Parker, Laconia, N.H.*



Deb "Duh" at the Leesburg (Fla.) Bike Fest. *—Chris Hartman, Land-O-Lakes, Fla.*

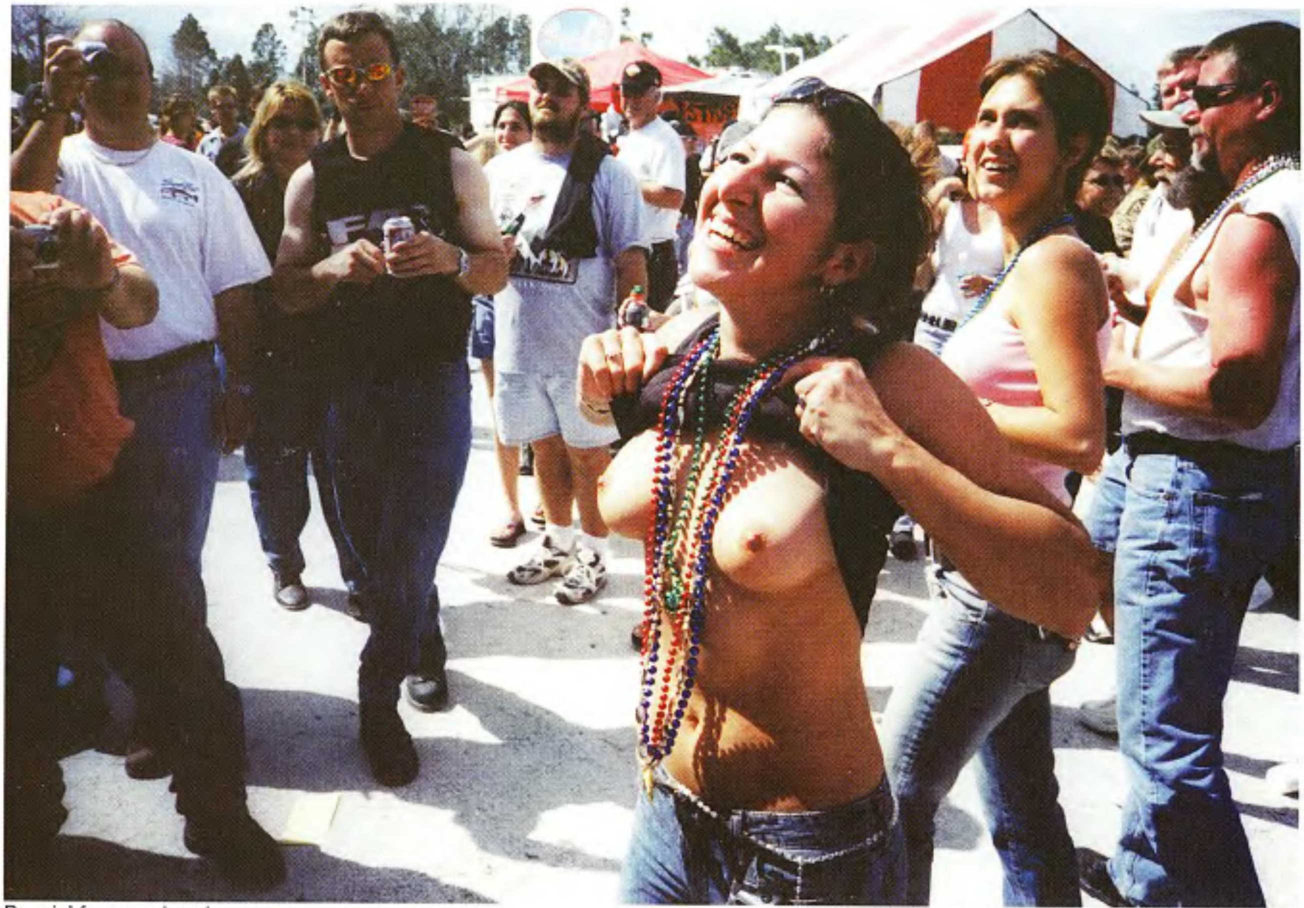
A perfect pair at Dawgs on Hawgs. *—Hillister, Lake Summerville, Texas*

Hell, who needs men? —*Hogger, Laughlin River Run 2004, Nev.*

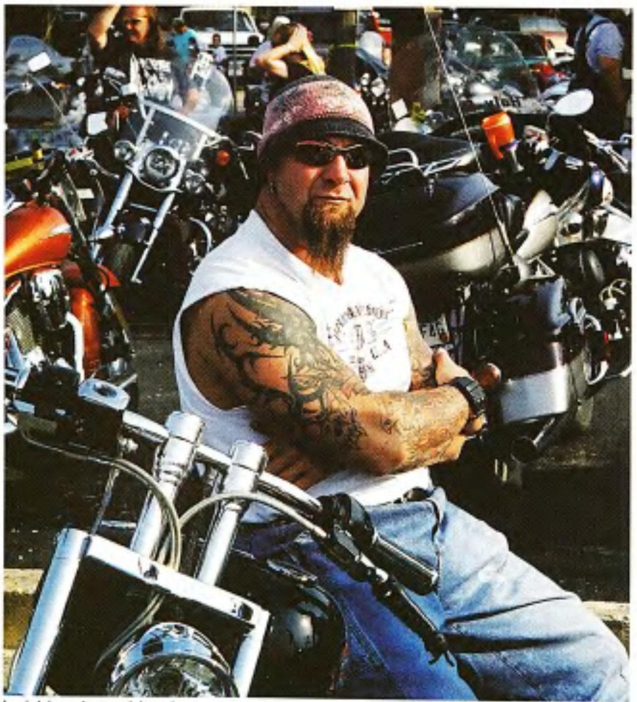
Lucky stiff at Tropical Tattoo. —*Jackman, Ormond Beach, Fla.*

Bachelorette party? —*Bill Copeland, Prescott, Ariz.*

The Harley twins. —*Wayne Anderson, Myrtle Beach, S.C.*



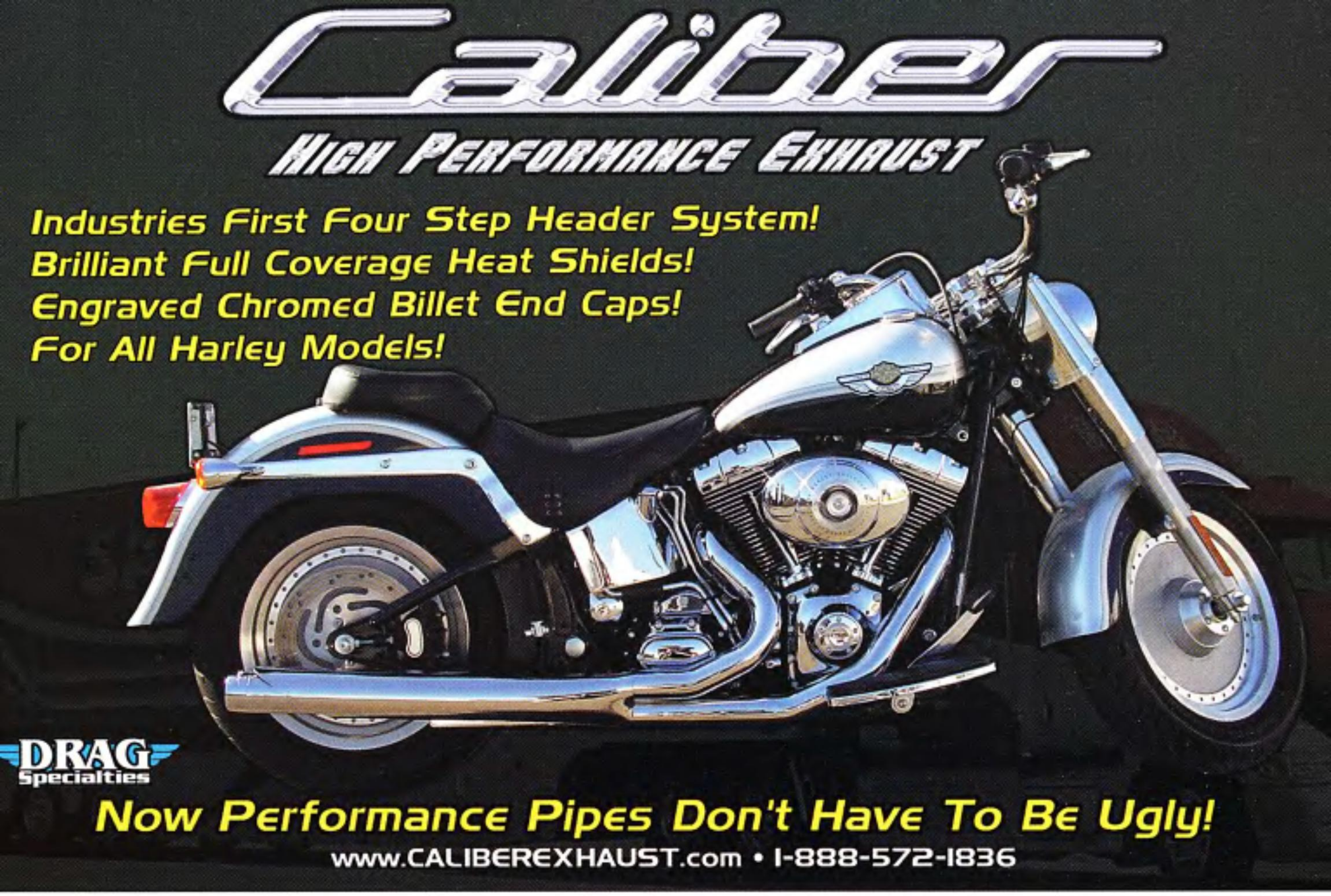
Beggin' for more beads. —*Jackman, Daytona Bike Week 2004*



Laid back and bad. —*Les Holt, La Porte, Texas*

This is gonna hurt! —*Phil, Tropical Tattoo, Ormond Beach, Fla.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.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The Sturgis Museum and Hall of Fame Web site has a blurb about Hall of Famer Don Hotop describing how the Iowa master builder won a round of eight ball and took home a 1939 45 Harley with a sidecar. Even back then, in 1969, Don was into vintage stuff and now some 35 years later, he's turned time on a dime and conjured up what he calls a Race'n Sidehack.

Dressed up in elegant pewter and polish, this bike pays homage to the early days of motorcycling when it was still closer to its roots, as in cycling and motors, and where SUV translated into sidecar for transporting the family.

"I was visiting a motorcycle museum and just fell in love with the old sidecars. And then Arlen Ness showed up with one at Sturgis and it had a Sportster motor, so I thought well let's do one with a big twin motor and put in a reverse gear and see what we can come up with. I've had a lot of fun with it. When I pull into a place with a bunch of custom fat-tired bikes, people just fall over it."

The sidecar itself, fabricated from aluminum, is modeled after the 1915 H-D, but rides much lower. The body sits down on the frame with your butt about 4 inches off the pavement. Don tells us it's real comfy with 5 inches of foam padding in the seat. "I load up my kids, and they just love it."

# HACKING IT

## DON HOTOP BLENDS THE BEST OF THE OLD AND NEW

After looking through antique books to see what you could and couldn't do and still have a dependable machine, Don started choosing components for the bike. These include the Arlen Ness chrome-moly frame, Paughco springer front end and an 80-inch Evo motor plus a pair of 21-inch spoke tires to keep the antique look. He also made a simulated magneto that bolts on the back of the inner primary that houses the coil. "I've had so many people trying to figure out how I'm driving that magneto to run that motor," Don says. "I just say, figure it out."

When Don brought the bike to the annual Davenport antique rally, he had an interesting response. "At first they were mad because they thought I had used up a bunch of vintage parts, but then they realized it was all custom. Then they all wanted one."

As for the choice of powerplants, Don says, "It was pretty much a shoehorn job to get that Evo motor in there with the electric start. It's basically a stock engine because that's all you need with the small tires because you don't want to rip things up. All I did was some headwork and raise the compression, but you'd think I was riding a stroker. That thing really hauls."

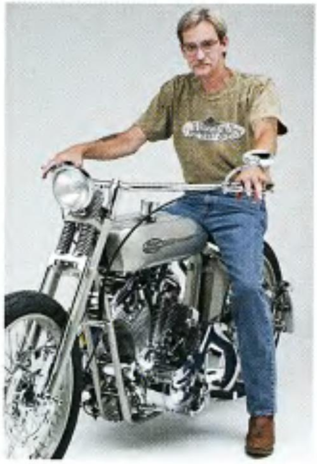
As far as handling, Don laughs and says, "It's just like a bicycle. When you want to turn, you actually swing the bars left and right because they come back so far. As for making the switch from solo to

sidecar setup, 10 bolts and 10 minutes is all it takes. And I haven't given a woman a ride that didn't love it."

While a rigid, the sprung seat and soft riding springer front end turns it into a sweet cruiser. "I've got a speedometer sticking up out of the gas tank like the old bikes. I've got to have a speedo or I wouldn't have a driver's license because I'm kind of dangerous. I've had this bike up to the triple digits and it handles great." And Don looks cool doing it.

After seeing the response to his Race'n Sidehack, we asked Don if he'd ever consider building any more for customers. He answers: "I got four of them going right now. Does that tell you anything?"

*—Paul Garson*



**Owner:** Don Hotop
**City:** Fort Madison, Iowa

**General**

Designer: Don Hotop
Fabrication: Don Hotop
Year and make: 2003 Hotop Custom
Model: Race'n Sidehack
Assembly: Don Hotop
Time: long enough
Chroming: Precision Plating

**Engine**

Year: 1996
Model: Evo
Rebuilder: Don Hotop
Ignition: Headquarters
Displacement: 80 cubic inches
Lower end: Harley-Davidson
Balancing: Harley-Davidson
Pistons: Drag
Heads: H-D and Don Hotop
Cam: Andrews
Lifters: JIMS
Carb(s): Harley-Davidson
Air cleaner: Paughco
Pipes: Don's Speed & Custom
Transmission: 5-speed
Modifications: Would you believe reverse gear
Shifting: up and down

**Painting**

Painter: Don Conlee
Color/type: medium pewter
Special paint: Du Pont

**Frame**

Year: 2003
Builder: Arlen Ness
Type: antique
Rake: 32 degrees
Stretch: none
Shocks: we said antique
Modifications: many; sidecar weighs 45 pounds

**Accessories**

Bars: 5-footer by Hotop
Handlebar controls: Performance Machine
Fenders: Hotop
Headlight: CCI
Taillight: Drag/Hotop
Speedo: Drag
Front pegs: CCI
Rear pegs: none
Electrics: Don Hotop
Gas tank: Don Hotop/Arlen Ness
Oil tank: Don Hotop
Oil system: Harley-Davidson
Seat: Hotop/Danny Grey
Mirrors: Arlen Ness
Grips: Harley-Davidson

**Forks**

Type: Springer
Extension: stock
Builder: Paughco

**Wheels**

**Front**

Size: 21 inches
Wheel: Harley-Davidson/Hotop
Tire: Avon
Brake: 4-piston GMA

**Rear**

Size: 21 inches
Wheel: Harley-Davidson/Hotop
Tire: Avon
Brake: none

**Photographer:** Michael Lichter

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If your store doesn't carry Easyriders Roadware tell them to get with it! Now ALL dealers can sell the Roadware line!
Below is a list of stores that carry Easyriders Roadware—tell them you saw their name here.

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### ARIZONA
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Glendale, AZ
(877) 842-2262

### CALIFORNIA
**Freedom Rider of Fresno**
Fresno, CA
(559) 322-4647

**V-Twin Alley**
Salinas, CA
(831) 422-1473

### CONNECTICUT
**Doc's Motorcycles**
Waterbury, CT
(203) 757-0295

### DELAWARE
**2 Wheel Apparel**
Dover, DE
(302) 698-3500

### FLORIDA
**Outlaw Leather & Chrome**
Ocala, FL
(352) 620-8044

**American V-Twins**
Orlando, FL
(407) 903-0058

**California Cycles**
Panama City, FL
(850) 233-1391

**Jim & Cindy's Biker Depot**
Pinellas Park, FL
(727) 522-3588

### GEORGIA
**Bikers Dream of Atlanta**
Alpharetta, GA
(770) 752-9160

**Hog Heaven**
Columbus, GA
(706) 321-1755

**Southern Thunder**
McDonough, GA
(770) 914-6076

**Outlaw Leather & Biker**
Newnan, GA
(770) 304-0025

### IDAHO
**The Roadhouse**
Post Falls, ID
(208) 457-1150

### ILLINOIS
**RPM Custom Motorcycles, Inc.**
Fox River Grove, IL
(847) 462-1260

**Hot Bikes-Quincy**
Quincy, IL
(217) 228-7433

**Poopys**
Savanna, IL
(815) 273-2363

### IOWA
**R&R Motorsports**
Ft. Dodge, IA
(515) 955-3444

### KANSAS
**KC Creations**
Overland, KS
(913) 642-3279

**Bikers Edge Cycle & Leather**
Wichita, KS
(417) 891-9998

### MASSACHUSETTS
**Rendezvous Leathers**
Uxbridge, MA
(508) 278-2566

### MICHIGAN
**Rocky's Great Outdoors**
Burton, MI
(810) 742-5420

**Freedom Cycles**
Taylor, MI
(734) 946-4565

### MINNESOTA
**Hot Bikes - Minneapolis**
Minneapolis, MN
(612) 340-0400

### MISSOURI
**Gateway Thunder**
Maryland Hts, MO
(314) 291-6333

**Cruisin' 66**
Springfield, MO
(417) 891-9998

### MONTANA
**Yellowstone Motorhead**
West Yellowstone, MT
(406) 646-7666

### NEVADA
**Pat Clark Motorsports**
Los Vegas, NV
(702) 432-0648

### NEW MEXICO
**Rio Grande Big Dog**
Albuquerque, NM
(505) 830-3279

### NEW YORK
**Ready Riders**
East Northport, NY
(631) 262-0600

**Greg Dekdebrun Ski Shop**
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### NORTH CAROLINA
**Bikerstuff Clothes & Associates**
Clayton, NC
(919) 359-1033

**Big Dog Greensboro**
Greensboro, NC
(336) 292-4262

**Easy Eddie's**
Huntersville, NC
(704) 875-2501

**Coastal Motorsports**
Morehead City, NC
(252) 222-0444

### OHIO
**Big Dog of Columbus**
Columbus, OH
(614) 224-9400

**Cleveland Motorcycles**
Warrensville Hgts., OH
(216) 332-0630

### OKLAHOMA
**B.S. Unlimited**
Oklahoma City, OK
(405) 632-7956

### PENNSYLVANIA
**North American Warhorse**
Scranton, PA
(570) 346-2453

**Black Dog Motorcycles**
Wormleysburg, PA
(717) 975-2600

### SOUTH CAROLINA
**Biker Dave**
Greer, SC
(864) 801-3283

### TENNESSEE
**Tennessee Motorsports**
Knoxville, TN
(865) 531-3713

### TEXAS
**Jim's Cycle Shop**
Axtell, TX
(254) 863-5460

**Strokers Dallas**
Dallas, TX
(214) 357-0707

**Big Dog of Houston**
Houston, TX
(281) 752-6966

### WASHINGTON
**Steel Dreams**
Burlington, WA
(360) 757-4449

### WEST VIRGINIA
**Gemstone**
Huntington, WV
(304) 523-0700

### CANADA
**Bad Ass Customs**
Edmonton, Alberta
(780) 436-3279

### ENGLAND
**Cruiser Motorcycle Clothing Company**
Bournemouth, England
44-1202-425-825

### GERMANY
**Amrican Bike Company #1**
Dusseldorf, Germany
(49-211-938-0410

## Meet May's Winner

Here she is, your winner of May's Fox Hunt contest, Laurie. She comes to us straight from the Grand Canyon State and the city that boasts 32 strip clubs in a 14-mile radius. The dancer with the mile-long legs was more than ready to get out of the blistering desert heat and whisked away to the cooler climes of NorCal's famous Bay Area. That's right, Laurie is an exotic dancer. However, she comes from a long line of dancers. In fact one of Laurie's relatives was said to have been the personal private dancer of none other than Robert E. Lee. Now, I know some of you are too young to know who that was and, honestly, we're not even sure that story is truthful anyway. But, what the hell, she's dancin' on your lap, taking your money, purring in your ear...you'll believe anything at that point. To see a little more of this lass, flip to Page 98. For photos NOT seen in the mag check her out on the Web at the home of Easyriders Radio, Americancycletalk.com.

*—Phil McCrackin*

Barbie—Tennessee

#1001

*"My first ride on a Harley was just a memorable experience. My legs spread out and my boobs bouncing...I don't remember too much of it."*

Dallas—California

#1002

*"My first ride was both scary and thrilling at the same time. The guy who took me really knew what he was doing and now I just can't get enough."*

Denise—Ohio

#1003

*"My first ride was a good time, however, nothing compares to riding your own."*

Destiny—Wisconsin

#1004

*"My first was breast-taking. I rode topless to the Summerfest in Milwaukee...it rocked."*

Karyn—Louisiana

#1005

*"I need help. Although I've asked many times, no one wants to 'deflower' me. That's right, I'm a Harley-riding virgin. Isn't there someone willing to help?"*

Stephanie—Florida

#0906

*"When I was little and I wouldn't go to sleep, my dad would ride me around the block on his 1972 shovelhead. I've been hooked ever since."*

# FoxHunt

**Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!**

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #376 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes August 31, 2004. The voting deadline for this month's crop of cuties is September 30, 2004. We'll announce the winner in the February 2005 issue.

Here she is, your June 2004 monthly Fox Hunt winner, the just barely legal vixen, Michelle, No. 0604 from Ohio. Come back and see a lot more of her next month!

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**FOX HUNT**
**P.O. Box 3000,**
**Agoura Hills, CA**
**91376-3000**

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Date of Birth __________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ______________________

***Don't forget to vote! These girls are depending on you!***

**Send a photocopy of your picture I.D.that shows your signature and photo.**

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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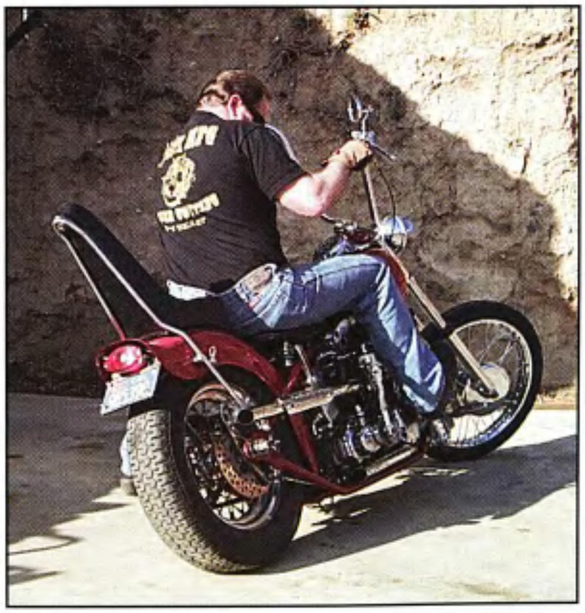
# GOING STRAIGHT (YOUR BIKE THAT IS)

*In order to go straight on your bike you need the front and rear wheels going the same way. If not, when you smoke your tire you'll go sideways. The same thing will happen when you nail the brakes hard.*

*If your bike has ever felt like it was on ice or began to wobble at high speed, you need this tool! It will show you the misalignment of your wheels, the root cause of your problems.*

*With a little practice using the tool, a minute or two should be all that's needed to see the misalignment of the wheels.*



*Bike-builders, these tools are a must. Using the supplied "STRING TOOL" you can set-up the bike with both wheels in live with the center of the frame neck first. Then and only then go and line up the driveline. Verify results with the easy-to-use "LASER ALIGNMENT TOOL" as shown above.*

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*California residents, please add additional 8.25% sales tax / Foreign orders call for freight costs.*

Mike McDonald's got be the kind of customer bike builders love to see coming through the door. No, Mike didn't walk into Kim Suter's KC Creations pushing a wheelbarrow full of $50s, he had something better with him. A plan.

Mike had a full list of exactly what he wanted, complete just about down to the last nut and bolt. All the decisions had already been made. Mike wanted a rigid-frame chopper. He wanted a 120-cubic-inch Patrick Racing engine. He wanted a Baker transmission. He knew the rake, he knew the stretch, and on and on the list went.

"Kim will tell you," Mike says, laughing about it now, "He'll tell you this was just about the easiest bike he's ever been asked to build, not that it was one of the simplest or cheapest, but because I came in knowing what I wanted. All we had to do was make it happen, and for Kim and the guys at KC Creations that wasn't much of a problem at all."

Obviously Mike's a guy who's been around bikes for a while. And still is. Along with this chopper, he has a garage full of Harleys to keep it company. Seven of them, everything from cool custom Softails, to Heritage and nostalgia bikes, to Road Kings and Road Glides. There's even an old panhead in the mix and the riding assignments are evenly split up between Mike and his train-engineer wife, Ann.

Speaking of Ann, this is the kind of lady we all should be so lucky to have in our lives. During the build of this chopper, with the budget starting to climb just a bit into the uncomfortable zone, Mike started looking for places to cut costs and considered something other than that Patrick Racing engine.

"Don't you dare," came his wife's quick response. "That's the engine you've always wanted for this bike, the engine you've wanted for the past five years. A Patrick is going in this bike!" Damn, where do you sign up?

# TEAM EFFORT

WITH EVERYONE ON THE SAME PAGE, THINGS WORK OUT

Okay, so while Mike designed the bike, Kim Suter actually built it. A roofer by trade, Mike listened to Kim's suggestions when it came to toning down some of those initial requests, too, specifically where it involved the geometry of the bike and its basic structure.

"When something I wanted just wasn't feasible or wouldn't have been safe," Mike says, "Kim would tell me why and come up with an alternate plan." More than that, Kim also came up with plenty of the little tricks needed to make Mike's dream a reality.

Kim figured out how to hide just about all the wires and cables, making the bike

just as clean as Mike had envisioned it. Kim even went the extra mile when it came to putting the taillight and rear turn signals where Mike wanted them, keeping all of that as unobtrusive as possible. Look close. The lights are cleverly integrated into the rear of the frame tubes, down by the back axle. There's nothing hanging out or sticking out anywhere on this scoot. Nice bit of business.

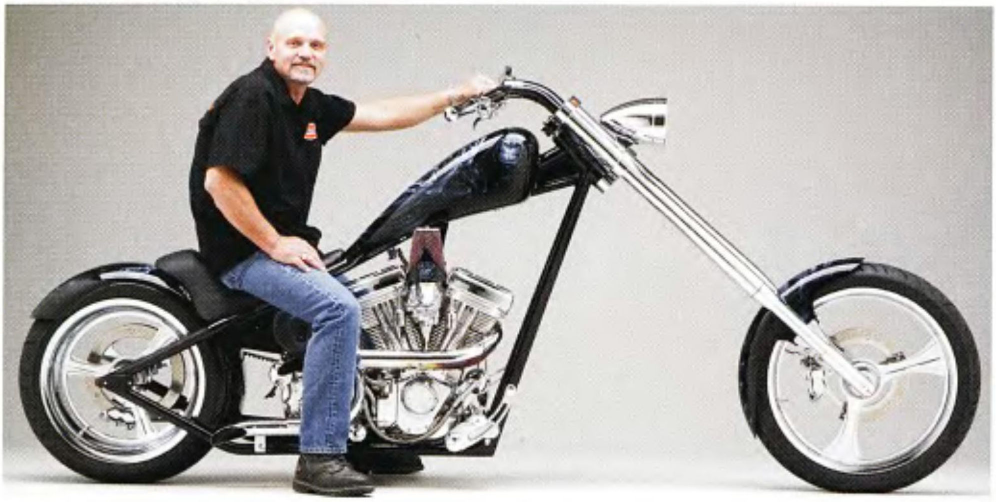
And how about that paint? There's plenty going on there, too, enough to make the bike a No. 1 pick by House of Kolor for its annual calendar collection. As well it should. The topcoat is a combination of black, white, blueberry pearl, and clear, an extra-special paintjob applied by John Nicholas. That's some scary stuff.

Since the bike was completed, Mike's shown it a few times and picked up a few trophies and he's ridden it a lot more. In one memorably long day in the saddle, Mike left his home in Oregon and rode straight through to Twin Falls, Idaho, hooked up with a buddy for lunch, and then turned around and rode the bike straight home. All in one day. On a chopper. With a rigid frame.

"I'm not going to kid you, though, even with only 22 psi. in the rear tire I was pretty sore when I dragged my butt through the door late that night," he says. "That's something I wouldn't want to do every day, but that day I did it, and it sure was fun!" Truth is, Mike rides the bike plenty these days, saying he's shown it just about all he cares to.

"I just love this chopper," he says. "It's everything and more that I had hoped for. I had a pretty good vision of what it was going to be, and it turned out even better. Kim and the guys at KC Creations outdid themselves." Mike's being modest. They had some help, the kind of help that only comes from a customer knowing exactly what he wants.

*—Joe Kress*



**Owner:** ..................Mike McDonald
**City:** ..............Summerville, Oregon

**General**

Designer:................Big-Inch Bikes/ Mike McDonald
Fabrication:................KC Creations
Year/make:........................2003 Big Inch Bike
Model: ............................Anaconda
Assembly:..................KC Creations
Time:...............................5 months
Chroming: ....................A&A Plating

**Engine**

Year: .............2003 Patrick Racing
Rebuilder: ................Patrick Racing
Displacement:......120 cubic inches
Cam:........................Patrick Racing
Ignition:.................................Crane
Carb: ........................45mm Mikuni
Air cleaner:..................Forcewinder
Pipes: ........................KC Creations

**Transmission**

Year/make: ..................2003 Baker, 6-speed

**Painting**

Molding: ....................KC Creations
Painter: ................Scotty's Designs
Color:..........................black, white, blueberry pearl
Type: ......................House of Kolor

**Frame**

Year/make: ......2003 KC Creations
Type: .......................................rigid
Rake: ............................45-degrees
Stretch:....4 inches out/8 inches up

**Accessories**

Handlebar: ................KC Creations
Handlebar controls: ..KC Creations
Fenders: ....................KC Creations
Headlight:......................Headwinds
Taillight:......................KC Creations
Speedo:....................Dakota Digital
Pegs: ........................ KC Creations
Foot controls: ............KC Creations
Gas tank: ..................KC Creations
Oil tank: ..........................MID-USA
Oil system: ................KC Creations
Primary cover: ......................Primo
Seat: ............................Danny Gray
Mirrors: ....................................billet
Grips: ........................KC Creations

**Front end**

Type: ....................inverted, 18 over
Builder:.........................Mean Street

**Wheels**

Make: .......................KC 30-Caliber
Size: ..21 x 2.15 front, 18 x 8.5 rear
Tires: ..................Metzeler, 250 rear
Brakes: ................RC Components
**Photos:** ..................Michael Lichter

# A LITTLE TOO CLOSE

I want to start out with a little disclaimer. I am now and will continue to be, a straight guy. I like the girls. Well, good looking girls anyway. I'm not into the big chicks or the work boot crowd, but that's a whole other story. I just want it stated publicly that I am not now and never plan to be a man's man.

That being said, a frightening thing happened to me the other day. I was sitting in a bar at one of those afterwork get-togethers with the boss and staff. The kind where the boss buys everyone pizza and beer so he doesn't feel so bad about giving you a raise that will allow you to change your lifestyle to the tune of half a pack of gum per week. My buddy Dooley was sitting beside me and, well, this is where things got a bit weird.

Me and Dooley spend quite a bit of time together at work. Probably talk to each other more than we do to our wives (hopefully, not about the same things). When you see someone like that every day you get to know their likes and dislikes. What they are thinking about. What they might want. So here's what happened.

I asked Dooley if he wanted a piece of pizza. It was sitting closer to me and I was just trying to be polite. He said he would, which is when I made my mistake. Rather than grabbing the pan and shoving it in his face in a manly sort of way, I took the spatula, picked up a piece of pizza and (no I'm not proud of it) placed it on his plate.

Initially I didn't think much about it until my other buddy Ed, who was sitting across the table, asked me if I was going to cut it for him too. It was at that moment I realized I had done something for Dooley that I would normally only do for my wife, kids or possibly a good dog. I had served food onto his plate. I was seized by a kind of panic. My God, for the first time in my long and very heterosexual life, I had acted in a manner that might be perceived as gay!

There is a fine line, I realized, between treating a guy friend like a bro and treating a guy friend like a girlfriend. A fine and terrifying line. A line that should never be crossed, even by accident. In order that I might protect you from such humiliation, I have created some guidelines which you, as a straight guy, should follow to the letter. Hey, I don't personally care if you're gay, but if you're not, pay attention. It's no fun when your bros start calling you "Linda" and accusing you of painting your toenails.

■ **Never sit side by side with your bro anywhere, unless you are watching a violent sporting event such as hockey or football.** Or a manly event such as strippers or monster trucks. You are not permitted to sit beside each other in restaurants, drinking establishments, garden shows or anywhere else where you might be mistaken for a couple.

■ **You are never allowed to touch your bro unless it is a matter of life and death.** Like if he is dangling off a cliff or about to be hit by a train. Even then, any touching should be kept as brief as possible and you should both apologize after the danger has passed.

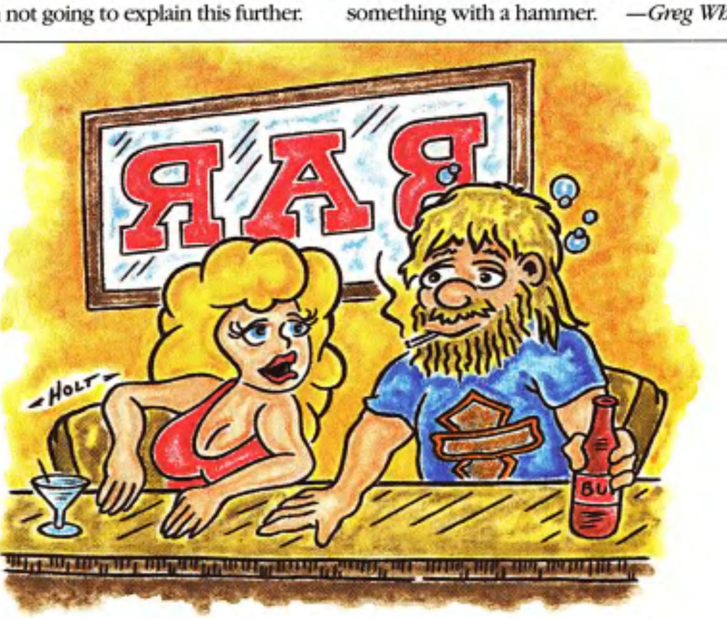
■ **You are never allowed to hug, even if the event would seem to call for it, like a touchdown or a lottery win.** You can high five but your chest area should never be closer than two feet. There should always be room for a slutty drunken, bargirl to squeeze in between you, because… well… it could happen.

■ **You are never allowed to share food (not counting pizza, of course).** You can take food from your bro if he is going to discard it, such as a tomato or a pickle, but you can't take a bite and give it back. Nor can you ever have a sip of his drink, even if he wants to show you how disgusting it tastes. You can also never dine anywhere that there is a candle. Campfire, sure, but never a candle. And if you are handing your bro a long neck beer, always hold it by the base, never the neck. I am not going to explain this further.

■ **You can never go shopping with your bro unless it is for tools, motorcycle parts, beer and other manly items.** Even if he is going to pick out lingerie for his hot wife who you would love to bang if he wasn't your bro, you can not go along. Two guys should never be seen in a lingerie store unless you just crashed your truck through the front window.

■ **If you are forced to ride behind your bro on his scooter, you hold on to the grab rails.** No grab rails, hold onto the seat or fender. Or just squeeze the seat with your ass cheeks and hope for the best. You are not allowed to hold him around the waist. You may be just hanging on, but to anyone watching, you just might appear to be in love.

By now you're probably thinking that I am seriously homophobic. I am not. I have encountered gay people and haven't treated them any worse than I would any other member of the general public. I could lie to you and tell you that some of my best friends are gay, but to the best of my knowledge they aren't. If you know me at all you would know that I don't like anyone enough to chat with them to the point that I can figure out their sexual orientation. Hell, I don't even care what most peoples names are, let alone what they do in the privacy of their own dark, disgusting bedrooms. I just don't want anyone making false assumptions about me. Now if you'll excuse me, I suddenly feel the need to go out to my very macho garage, drink manly beer, and hit something with a hammer. *—Greg White*




*"Well, I'm not cheap—but I am on special tonight."*

WITH HARLEY-DAVIDSON MOTORCLOTHES

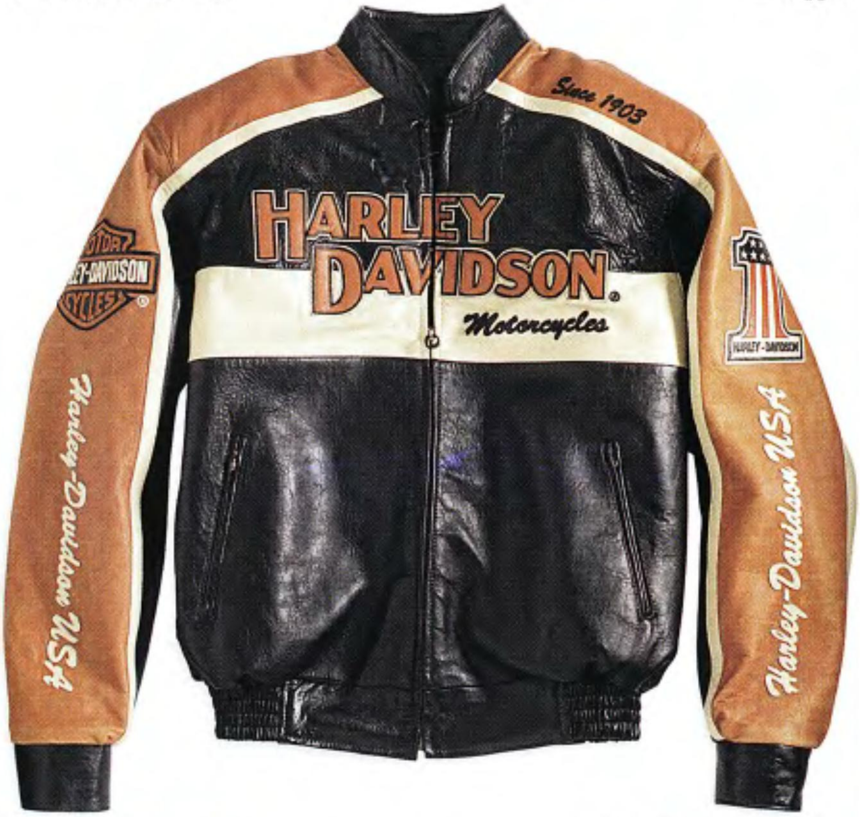
# DRESSED TO KILL

It used to be you had to kill your clothes before you could wear them. Fortunately for us, those days are but a distant memory. Nowadays, America goes mostly to the mall to find the accoutrements necessary for keeping its hairless bodies warm, especially in frigid climes.

Thanks to Harley-Davidson, the folks who brought you the V-twin, you don't have to fight your way into a mall for your fashionable riding attire. To keep warm and cozy out on the road, you don't even have to brave the elements. Is that ironic, or what? Simply turn on your computer and click yourself over to www.harley-davidson.com for some of the finest digs this side of the ice age.

To give you an idea of what awaits you there, we're showing you, on the following pages, a small selection of what the modern migrating tribes are wearing these days. Or should be wearing.

*—Tripper*




**Prestige Leather Jacket** (above)

Even Neanderthal man would look cool in this lambskin bomber-style jacket with distress trim. For added comfort, there's a zip front, mandarin collar and hand-warmer pockets. Complete with Harley custom hardware and hand-cut leather appliqués on front, back and sleeves. Duuude!

**Legend Leather Jacket**

Be a legend in your own era (and mind) with this midweight leather with removable quilted liner and vertical vents built into the pockets. Impress the ladies with your jacket's action back and power stretch at the elbows, and if that isn't

enough, how about the body armor pockets that fit standard FXRG body armor? Add to that a mandarin collar and H-D pocket tape, as well as embroidered leather appliqué and direct embroidered crest, and you're in like Flynn.

**Legend Leather Vest**

You know women have to have something different, so this midweight leather has color blocking and distressed trim, plus quilted lining, snap front and hand-warmer pockets. For that added touch: H-D embroidery on left chest and leather appliqué on back. Also: side lacing and removable chain zipper pull on chest pocket.... And you thought a bra was complicated.

**Skyward Shirt Jacket**

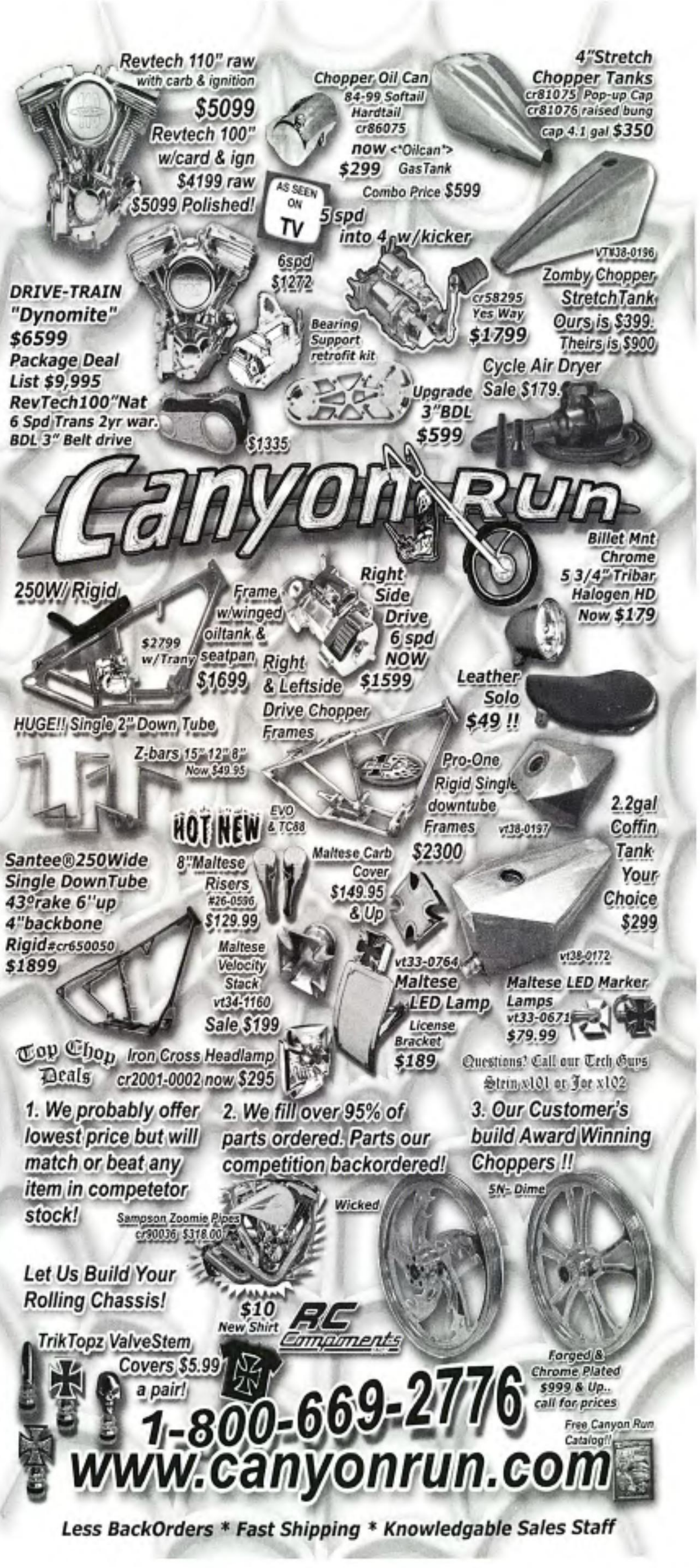
Whether she's on a bike, a plane or in your arms, lightweight is good. That's why we recommend, for the ladies on the "go," this lightweight leather with mesh lining, zippered front, side and back lacing for a slim corseted fit. The Harley-Davidson emboss will highlight her left chest and make it easier for you to focus. Coordinates with men's Skyward items and pilot uniforms.

## Skyward Leather Top

What better excuse than to stare at her ample bosom? "Honey, that's a beautiful orange-glow airbrush fading to black with eagle graphic on your chest." Keep staring, she won't mind. She's wearing a lightweight leather top with exposed back with lacing, invisible side zip, stud detail around neckline and Bar & Shield…she's comfortable. And for the special "I'm-with-her" look, show her you love her by wearing some men's Skyward items. Or a pilot's uniform.

## Rolling Thunder Leather Vest

In-vest in your riding attire with this midweight leather vest with poly/twill lining, snap front and zippered hand-warmer pockets with H-D pocket tape, and side lacing for custom fit. Comes with embroidered graphic on left chest and large appliqué graphic on back. Hey, where does the pipe go?

## Rolling Thunder Leather Chaps

Something no stripper, male or female, should be without: midweight leather chaps with poly/twill lining, double zip sides and cutable hem for a custom fit. The H-D pocket tape and custom fob make it easier to collect those dollar bills, while the H-D custom buckle enhances audience teasing. Also ideal for wienie bites, but wienies need to be purchased separately.

## Highlander Full-Finger Gloves

These are items any Harley-riding proctologist would be proud to own: very form fitting, genuine leather gloves with tricot lining and gel-padded Bar & Shield palm to reduce road vibration. Sure! For the men, there's a hook and loop touch fastener wrist closure, for the women it's a lace-up draw closure with barrel lock. But both come with the custom H-D medallion. Wouldn't that hurt?

## Salado

You don't have to be an engineer to wear these pull-on engineer-style bike boots, although an advanced degree in nuclear science would be nice. 'Cause that's what it seems to take to build these puppies: full-grain leather upper, full-length cushion sock lining, oil-resisting rubber outsole, and Goodyear welt construction. Talk about having your em-cee squared!

## Night Shift

Despite its moniker, this lace-up boot with Bar & Shield embossed metal shin plate, full-grain leather upper, full-length cushion sock lining, inside zipper, and oil-resisting rubber outsole plus Goodyear welt construction can also be worn if you work 9-to-5 and ride the night away.

## Neo

Purportedly the type of boot Neo wore whilst fiddling and Rome was burning: lace-up boot with custom H-D embossed eagle medallion, full-grain leather upper, full-length cushion sock lining, inside zipper, oil-resisting rubber outsole, Goodyear welt construction. They had Goodyear back then? Oh, that was Nero? Never mind! *(Hey Tripper, maybe they mean Neo from* The Matrix. *—Ed)*

## Shanna

What's sexier than a beautiful woman in thigh-highs? Why, a naked one in these, of course! It's a knee-high boot with H-D inscribed buckles at calf and ankle, full-grain leather upper, full-length cushion sock lining, inside zipper, and lightweight outsole and heel. With a combo like this, any garment would merely detract. Apparently not available in men's sizes.

## Stiletto

These boots were made for walking... on men's backs. Ankle boot with delicate harness straps and buckle, full-grain leather upper, full-length cushion sock lining, inside zipper, and rubber outsole with modified Jamaican stiletto heel. It's an automatic invitation to a BYOW (bring your own whip) party. Ouch!

## Wanna see more?

For more information (sans witty comments), enthusiasts can check out MotorClothes apparel and accessories at Genuine Authorized Harley-Davidson dealerships nationwide. Call 1-800-LUV-2RIDE, or visit the Harley Web site at www.harley-davidson.com to find the closest dealership.

Photos: Harley-Davidson

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SANITIZED FOR YOUR INFECTION

# PULISCA LA MACCHINA

The best compliment Dave Duarte gets about his deliciously dark machine comes from those who tell him how clean it is. Seems everyone is telling Dave about it, even Dave's mom. She showed her appreciation by naming it, *Pulisca La Macchina*, which is Italian for "Clean Machine."

Dave didn't build this proper putt all by his lonesome. He took a spin from his hometown of Alamo, California, over to Livermore to recruit Scott Hultquist of Riff Raff Customs. RRC is the birthplace of California-style choppers, and home base for Scott, who lives for custom motorcycles. For the past 15 years, he's built, fabricated, painted, and pinstriped some of the most incredible rolling gear running. Since back in 1995 Riff Raff has specialized in custom choppers, honing their trademark designs to reflect lines that have helped define the California chopper genre.

Easyriders

Four years may seem like a painfully long time to wait for something. But then Dave is a patient man. He doesn't let things that get in the way of a good time slow him down too much.

Back in 1999, Dave had only been riding his old show-bike around the neighborhood for about a week when some sick sonuvabitch jacked it outta his garage. Obviously, the perps were totally unaware that Dave's bike was freshly prepped up for a big motorcycle show.

Not one to let his spirit get broken, Dave bought a Rolling Thunder frame and started to build another bike right away. There were plenty of setbacks on the road to Dave's "Pulito" bike, but he tolerated more than a few potholes to get to the good part. The insurance adjuster "promised" Dave that the proverbial check was in the mail, and sure enough, 18 months later the USPS finally brought it.

Many of the components on Dave's bike were prototypes, or firsts when he ordered them, so an extended wait would be required while production was getting ramped up. When Dave had just about all the parts he wanted for Pulito, he was unable to squeeze enough time away from his job to put it together. So he unloaded his truck full of parts at Riff Raff Customs and told Scott to "Start with this stuff and keep going until it's a bike; call me when it's done, or if you need anything."

Dave had no idea what the paint was going to look like. He told Scott to "just surprise him." Who knew that in only six months, Scott and the Riff Raff artisans would churn out a chopper worthy of every head it has turned? One of the best things about having a small shop put a bike together for you, is that their best craftsmen get to put a personal touch on each project.

You might just see Dave rolling through Frisco, strolling his scoot around Fisherman's Wharf before threading it back in towards Napa Valley by way of the Golden Gate Bridge. We think the four-year wait to get this bike done was well worth it. The cleaner a bike is, the more we like it, and we sure are infected with Dave's clean, Riff Raff Machine.

Speaking of clean, check out our Fox Hunt winner Laurie from Arizona. She makes a sweet ride even sweeter. For more info on Riff Raff Customs visit www.riffraffcustoms.com. —*Cheese-it*

**Owner:**........................Dave Duarte
**City**......................Alamo, California
**General**
Fabrication ..Scott Hultquist of Riff Raff Customs
Year/make ..2004 Riff Raff Custom
Model ........hidden-shock chopper
Assembly......Scott Hultquist of Riff Raff Customs
Time:................................6 months
Chroming ........West Coast Plating
**Engine**
Year:................................1999 S&S
Rebuilder:................................ S&S
Ignition:...........................Crane Hi-4
Displacement:......113 cubic inches
Cam: .......................................S&S
Carb: .......................................S&S
Pipes: ........................LA Choppers
**Transmission**
Year/make: .............1999 RevTech 6-speed
**Painting**
Molding: ..................Scott Hultquist
Painter: .................. Scott Hultquist
Color:......................................black
Type: .....................House of Kolor
Special paint: ..........platinum tribal graphics
**Frame**
Year/make: ..1999 Rolling Thunder
Type: .......................hidden-shock
Rake: ...........................38 degrees
Stretch: ..........2 inches up and out
Shocks: .......................Legend Air suspension
**Accessories**
Handlebars: ..........Custom Chrome
Risers: ..................Custom Chrome
Handlebar controls:....Performance Machine
Fenders:..................Greg Westbury
Headlight:......................Headwinds
Taillight: ..................................Opie
Speedo: ....Dave doesn't wear one
Pegs: ..........Performance Machine
Foot controls: ............Performance Machine
Electrics: ...............Scott Hultquist
Gas tank: ....................Independent
Oil tank: ...............Rolling Thunder
Primary:....................................BDL
Seat: ....................................Corbin
Mirrors: ....................................Opie
Grips: ..........................GP Designs
**Front end**
Type: ...........................Arlen Ness/ JIMS 7-degree trees
Builder: .............Riff Raff Customs
**Wheels**
Make: ..........Performance Machine
Hub: ............Performance Machine
Size: .......................... 18 x 8.5 rear, 19 x 2.75 front
Tires: ...............................Metzeler
Brakes: ........Performance Machine
**Special Thanks:**..............Don Julio
**Photos:**........................Mike Chase

*"Last year I went as Osama bin Laden, this year I'm going as a priest!"*

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5030 Black & Orange
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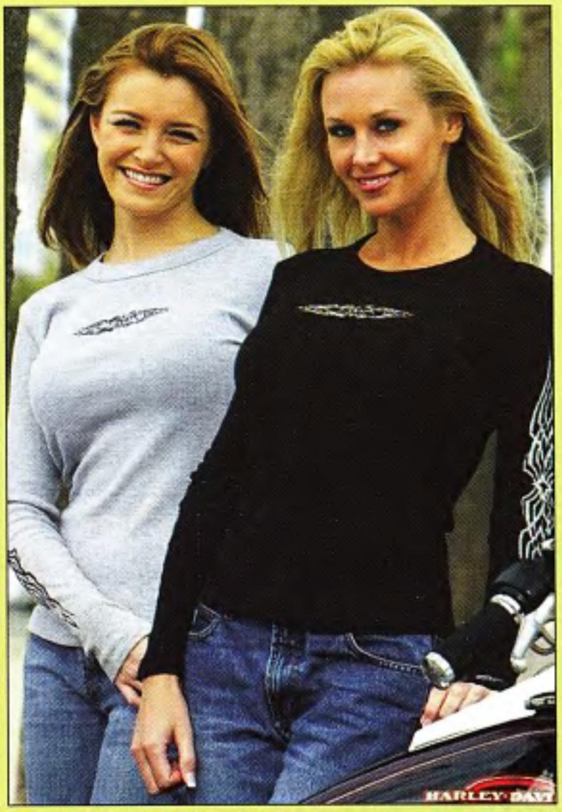
XX $86.95 • XXX $88.95



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3024 Heather Gray • 3025 Black
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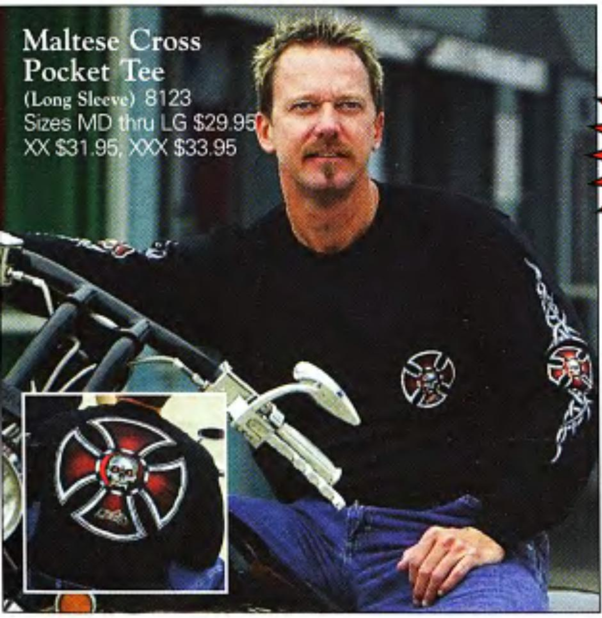
XX $31.95, XXX $33.95



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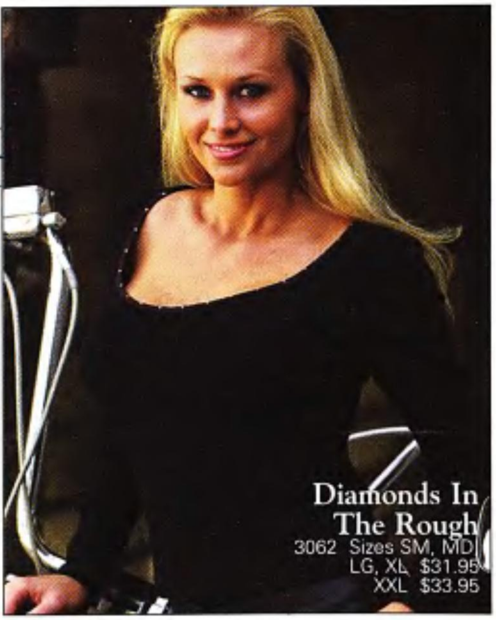

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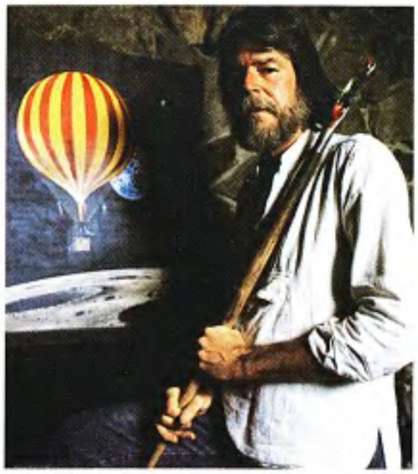
# DAVID MANN ART

For over 33 years, artist David Mann has thrilled motorcyclists the world over with his unique expression of biker life right here in the pages of *Easyriders* magazine. Dave created his first painting of the biker culture in 1963. That painting, Hollywood Run, acted as his introduction to Ed "Big Daddy" Roth, publisher of *Chopper* magazine. Ed bought the painting for $85 and a career was born.



In 1971 David saw his first issue of *Easyriders* and an ad for artists and illustrators caught his eye. We liked David's work and he has been illuminating the pages of *Easyriders* since issue No. 3. His biker lifestyle-inspired paintings have also been seen in our sister publication, *Biker*, on T-shirts, posters and the like down through the years.

David Mann's art is admired because of his uncanny knack for finding the essence of the lifestyle he portrays. His paintings derive from personal experience and his honesty shows in his art. David's imagination and wit coupled with his attention to detail are hallmarks of his style, one that his wholly his own.

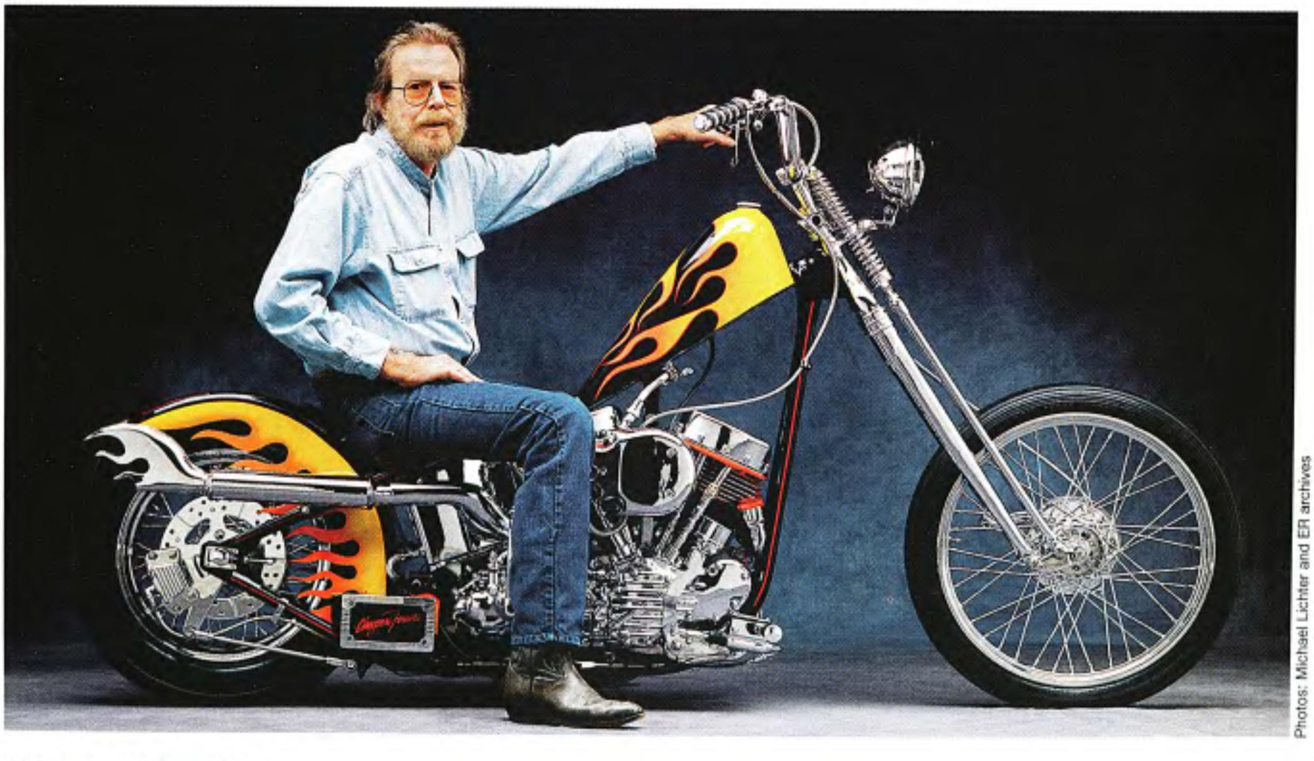
A lot of custom motorcycle styles have taken off based on the paintings David has created. He would exaggerate a rake or length of a front end or a sissybar or pipes in a painting and someone would then build a similar bike to match the look. The custom choppers that David Mann dreamt of, became real motorcycles that changed the face of the custom world.

Now, for the first time, the legendary art of David Mann is available as Limited Edition Ciclée prints through Segal Fine Art. These classic centerfolds from *Easyriders* magazine can be yours, available on paper and canvas, and the reproductions are so good, you'll think you're looking at the original paintings.

The first reproductions available are three all-time David Mann favorites. *So Long Cold—Hello Daytona*, depicts a biker couple on a classic David Mann rigid bike blasting out of the freezing cold of the snowy north into the sunny splendor of Daytona Bike Week. *Vietnam: Letter to a Lost Bro* is based on a real life incident and shows a soldier riding his chopper out of the hell of Southeast Asia toward the freedom of home. Segal Fine Art recently announced the addition of David's most famous masterpiece to their collection of prints, David's *Ghostrider* painting. If one painting sums up the biker lifestyle, it must surely be *Ghostrider*; a lone rider on a rigid shovelhead roaring through the great American west, being paced by the ghost of a pony express rider. It's a classic David Mann and now it can be yours!

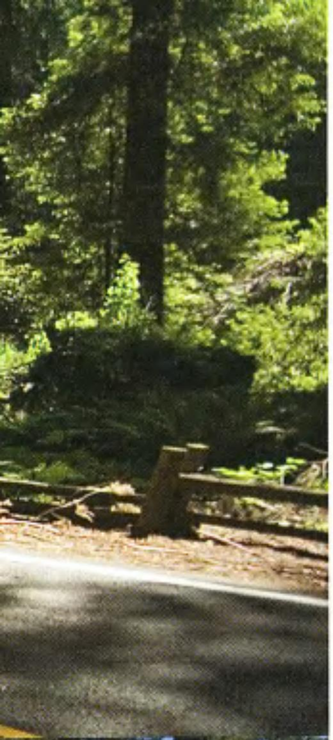
These three paintings are the beginning of a series of Limited Edition David Mann Prints from the folks at Segal Fine Art. Plus, act now and get yours signed by the artist himself! Only 275 copies of this highly collectable *Ghostrider* piece will be signed by David, so hurry to secure your piece of biker history.

A portion of the proceeds goes to benefit David Mann, whose health is failing. So, when you purchase a David Mann reproduction from Segal Fine Art, not only will you own a piece of the lifestyle you love, you'll also be helping the man who has given us all so much over the years. Call Segal Fine Art at 800-999-1297 or visit www.motorcycleart.com. —*Dave Nichols*



Photos: Michael Lichter and ER archives

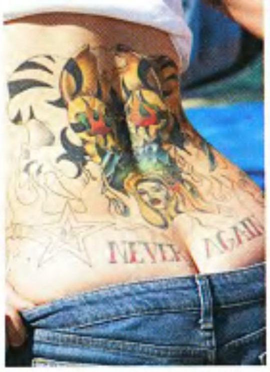
When I ride my Hog at night and the moon is full and the wind is cool against my face, I can feel you riding beside me on your panhead. I can hear your laughter and see that glint in your eyes. God, how I miss you, man.
Your friend,
Roundman

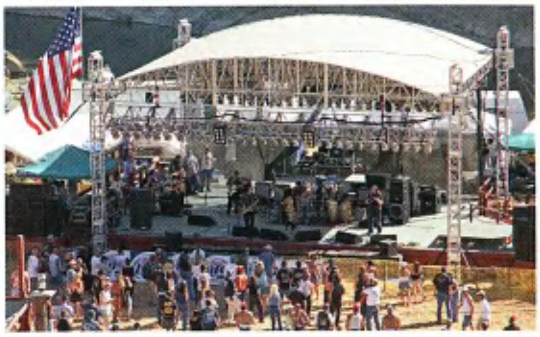


In our fast-paced world everything seems to be changing. Why even the bikes we ride have cobwebs of wiring and computers to do the things that a few fuses, a set of breaker points and switches were doing not all that long ago. But there is one thing that has pretty much remained the same: the Redwood Run.

This June the Kiwanis of the Redwoods sponsored the 27th annual Redwood Run. Just like the previous 26 it was held under the stars and beneath the trees along the Eel River in Northern California.

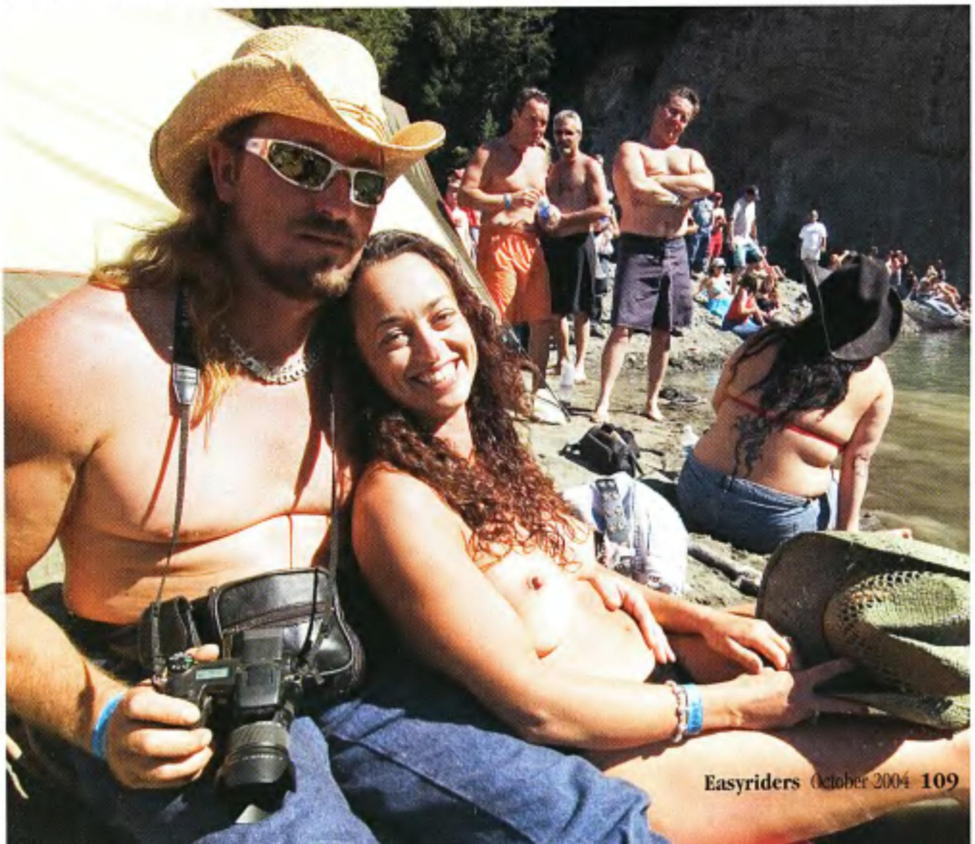
The run officially opened at 10 a.m. on Thursday, June 11, at the River-View Ranch in Piercy, California; unofficially it started a day or two before at numerous bars and watering holes in a dozen or so towns all over NoCal. The interesting part of the whole gig is that the bars supplied the only solid roof most of the riders would have over their heads all

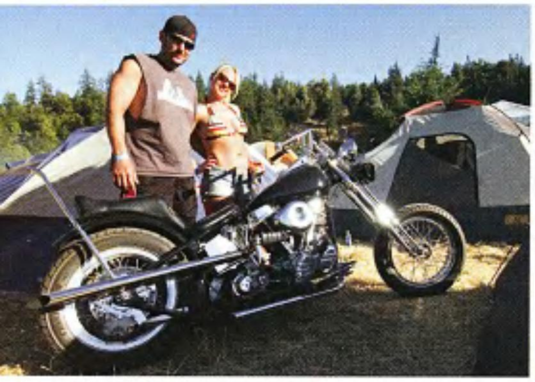


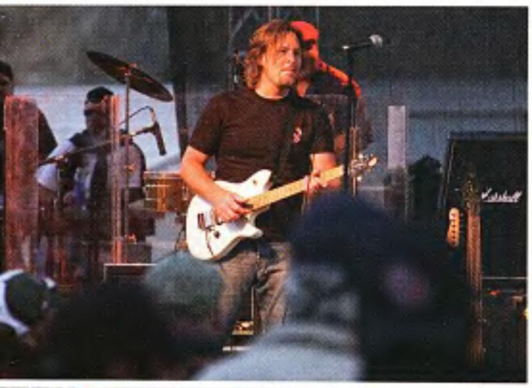


# LIFE AT THE REDWOOD RUN

## 26 YEARS OF HARD PARTYIN'







weekend long. What? No roof? What'll I do? Read on my friend and find out.

Over the years the run has grown into a 100-mile-long party that starts where the freeways end in places like Hopland and Upper Lake or Willits. The bars stock up for the crowd; Boomers in Laytonville probably pours more booze that weekend than the whole rest of the year.

The Redwood Run is one of the last of the camping runs. Nowadays most all of the runs and events evolve around places that have megahotels or resorts where riders sleep in regular beds and discuss the quality of the food at whatever restaurant they happen to be eating at.

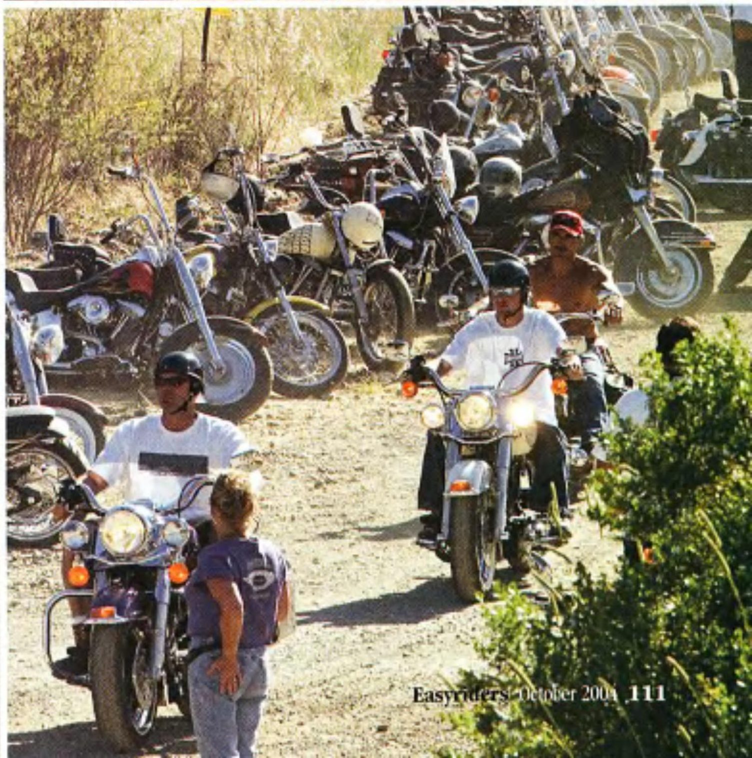
The Redwood Run is held in 85 acres of campground. Only carry-in item are allowed and it's bikes-and-tents only inside the gates. Once there, you only have to go down the hill to the "pit" for all of your good-time needs.

The food is cooked up and sold by assorted public service organizations and the booze is cold and cheap. But what really sets this run apart is the entertainment. Each year they book 10 bands; five perform Friday and five on Saturday. This year's lineup included the likes of Bachman-Turner Overdrive, Wishbone Ash, Elvin Bishop and Savoy Brown. The music starts at 6 p.m. each day and runs into the wee hours. There's nothing like rockin' to sleep with The Fryed Brothers.

Us usual, we were there for the up-teenth time and as usual we had a great time. And we will be back next year, so mark your calendars and get out and camp and have some fun June 10 through 12, 2005.

*—Bugle*

Photos: Mike Lichter



# ROAD DOGS

## BIKERS ON BOBBERS

Jason Tonge and Ted Maser are far away from their geographical roots. Both bikers have been lured to Sweden by the same reason—love. Jason abandoned his native Billinghay, Lincolnshire, England, when he met a beautiful lady from the Stockholm area and the same thing happened to Ted who originally comes from Fresno, California. The boys became best bros and they like to spend much of their time in Ted's garage having a few beers and building some fantastic Harleys.

Sweden may be the home of the long-fork chopper, so how come these immigrants didn't blend into the local biker society with a couple of very extended bikes? Well, one of them actually did. ex-California boy Ted has built 15 Harleys in about as many years, and quite a few of them have been equipped with 20-inch-over fork legs.

But let's talk about the Englishman first, OK? Jason has worked as a truck driver most of his adult life and still does. But his work doesn't seem to give him enough hours on the road because he goes on long bike trips in his free time. Like 10 years ago when he took a vacation in Sweden on his old ironhead Sportster. He met a girl from Norrtälje, famous for the big annual Custom Bike Show and while there he also got to know some of the members of Twin Club MC that hosts the show.

Jason felt like he had ended up in heaven on earth with new friends and a hot lady. But, as we have always suspected, friendships are usually more long-lasting than love affairs. He moved to Sweden and became a member of Twin Club. The girlfriend eventually vanished from his life, but the biker friends are still around, and there are always other ladies.

Today Jason is 36 years old, still living north of Stockholm (but with a new woman), still driving those long distance trucks. "I mostly yo-yo back and forth between Sweden and Spain, working around the clock for three weeks and then having three weeks off. It's a pretty nice schedule that gives me lots of free time. Life in my new country is great, I still get a little homesick once in a while but I go "home" to England once a year and that takes care of it," Jason tells us in near-perfect Swedish.

Jason is also the proud owner of the very unique shovelhead you see here. He's not afraid of mixing old and new parts. Some traditionalists may grumble about stuff like the Swedish ISR disc brakes, center-mounted foot controls and late-model kicker pedal on the otherwise 1950s-style bobber.

Some may feel the elaborately twisted exhaust system, police siren, toolbox and external oil filter makes his machine over-cluttered with details, but Jason couldn't care less. He didn't build this bike to satisfy anyone but himself.

The bobber has proved itself to be very reliable—and it had better be. Believe it or not, this trucker who never gets tired of being on the road is actually

planning to ride his shovelhead around the world. "It's a dream I've had for several years, but I haven't been able to get away from work long enough. But in 2004 I hope to start my trip with some sponsorship from my boss."

Jason will make some modifications to his Shovel before he takes off on his trip around the globe. He's thinking about a 6-speed gearbox with kickstart only, 5-gallon Electra tanks and a leaf spring fork with luggage-carrying capabilities. "I have to do this now, if I don't give it a try I'll probably regret it for the rest of my life," Jason tells us. "The idea came to me when I was driving my truck. In my job you get a lot of time to think about things…maybe too much. Anyway, I'll be away for at least six months and not plan the route ahead too much, I'll just scoot along and see what happens."

Ted is much more of a traditionalist, as you can probably tell by his beautiful and religiously traditional panhead bobber. He's 40 years old, has spent 16 years in Sweden, works as a tattoo artist and used to be a custom parts dealer. He also has a wife and kids and harbors no plans about going on a bike ride around the globe.

Ted's machine, named Alma Rubia ("red soul" in Spanish), is a tip of the hat to the bikes he was exposed to as a young kid in Fresno. He admits they inspired him and he wanted to pay homage in the right way. "I could easily have built a bike like this out of aftermarket parts, like many others do, but that wouldn't have felt right to me. I did it the hard way and collected the old genuine H-D parts necessary to create a bike exactly like those from my younger days."

The Alma Rubia is also a quiet protest against the ever-increasing craze for huge motors and high-tech parts; 1200ccs can actually be enough for some people, believe it or not. Which also meant the total sum for building this jewel became pretty reasonable. Ten thousand Euros won't get you a billet megavolume Softail with all the latest goodies, but it can get you something like this—something much nicer in the eyes of this reporter and many others.

We have to say that these pictures don't do the paint job on Ted's bike justice. It is deep enough to drown in and made by the genius Ettore "Blaster" Callegaro, an Italian from the Venice area who travels around the globe most of the time and does custom paint jobs and pinstriping on bikes and cars.

The moral of our story is simple: Two brothers, two bobbers, no worries. For these road dogs, life is good. —*Totte Wiman*

Photos: Siwer Ohlsson

BARKING UP THE RIGHT TREE FOR THE LAST 10 YEARS

# BIG DOG MOTORCYCLES BIG BLOCK PARTY

2004 has been a very good year for Big Dog Motorcycles, marking the company's 10th year in the business of building and selling original, custom motorcycles. In addition, Big Dog's 10th year saw their 10,000th bike roll off the production line, record sales and shipments of new models, the naming of more Big Dog dealerships and several factory expansions.

Big Dog's growth in recent years is quite impressive if you look at the numbers. From 141 employees in 2001, the company now employs 340 people. The factory size went from 78,500 square feet in 2001 to 141,500 in 2004. Sales have also experienced a significant increase, with $32 million in 2001, up to $81 million for 2003. Big Dog estimates 2004 will see a 47% increase in sales from the previous year, leading up to a forecast of $119 million—even more reasons to celebrate. To do so, Big Dog invited at least 3,000 of their closest friends this past June to the headquarters in downtown Wichita, Kansas.

Big Dog dealers from many states showed up for the celebration, also taking delivery of a full load of freshly completed new bikes, while Big Dog owners and motorcycle enthusiasts rode in from near and far.

Mike Wilber rode his Big Dog Chopper from Phoenix, covering 1,046 miles to attend the event.

Big Dog dealer Bert Williams of Big Dog of Houston picked a Ridgeback from his show floor to give it a little spin and found himself riding it all the way to Wichita—roughly 700 miles.

Dave Saunders of McPherson, Kansas, another satisfied Big Dog owner, was recognized for having clocked the most miles on his bike with 75,000 miles on the odometer.

Someone also rode in with the oldest Big Dog of the event, a 1995 ProSport bought directly from company owner Sheldon Coleman in 1995 and sporting the serial number 24.

Many local enthusiasts came to see what the big fuss was about, as Big Dog Motorcycles has now become a big part of the local economy and a major employer. Visitors were offered factory tours every half hour, with up to 50 people lining up in the lobby at any given time, eager to get a behind-the-scenes look at the factory.

The festivities also included a custom bike show, calendar girl contest, swap meet and a trials demonstration. A very special appearance by musical act Dewy & The Big Dogs topped the day off.

Dewy turns out to be company founder and CEO, Sheldon Coleman. His band has been playing classic rock in the Wichita area for over 20 years. In fact, Big Dog Motorcycles was named after the band, one of Wichita's top party bands.

"The gathering is our way of thanking over 10,000 riders, over 300 employees, nearly 100 dealers, and numerous vendors, friends, and community leaders for being part of our history," said Coleman. "All of us feel privileged and proud to be associated with so many people who have put Big Dog Motorcycles firmly in

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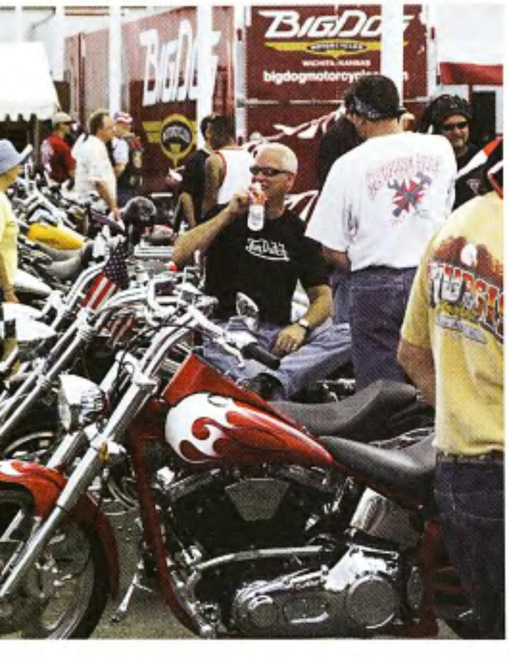


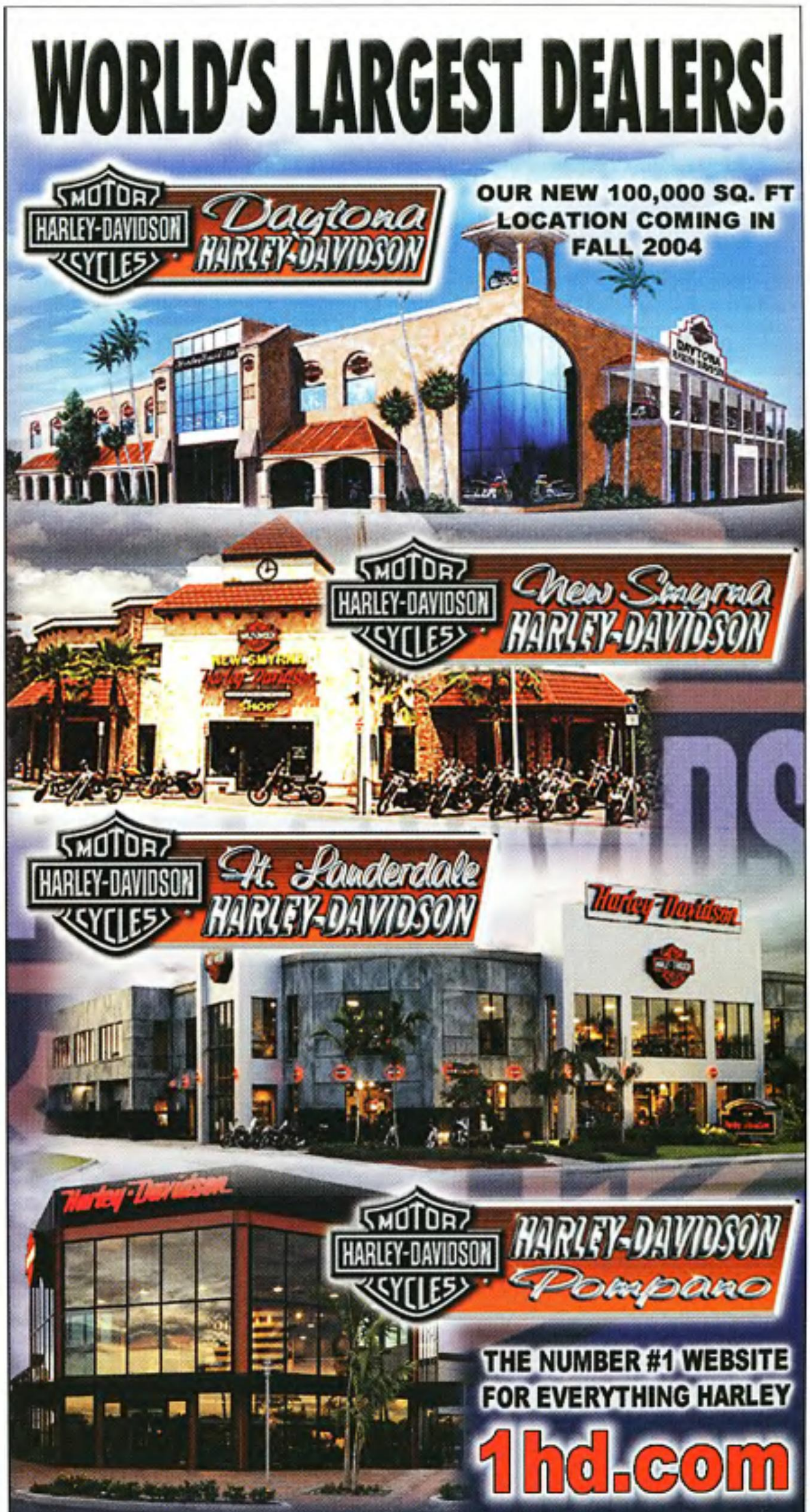
place where it is today—No. 2 American V-twin motorcycle manufacturer who has truly, and finally, attained OEM status."

Big Dog promoted their 10-year anniversary as a rally, making this the first event of its kind. From now on Big Dog says they intend to work with the local community and the motorcycle industry to hold their own rally on the second Saturday of June each year in Wichita. The company hopes the rally will grow year after year.

If Big Dog's experience with growth is any indication, chances are their future annual rallies might be blockbusters, too.

*—Ben L.*

Photos: Ben L.

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| 1/3/2004 | Dyno Drag Nationals - Pomona, CA |
| 1/31-2/2 | V-Twin Expo - Cincinnati, OH |
| 2/13-2/15 | Easyriders Bike Show, Columbus OH |
| 2/22 | Harley-Davidson of Miami - Miami, FL |
| 3/12-3/14 | Open |
| 3/20-3/21 | Charlotte Honda/Yamaha - Charlotte, NC |
| 3/27 | Specialty Motorsports - Bluffton, SC |
| 4/2-4/4 | East Side Harley-Davidson - Bellevue, WA |
| 4/9-4/11 | Open |
| 4/16-4/18 | Cycle Center - Fremont, CA |
| 4/22-4/24 | Laughlin River Run - Laughlin, NV |
| 4/29-5/2 | River City Bikefest - San Antonio, TX |
| 5/7-5/9 | Mahrle Harley-Davidson - Battlecreek, MI |
| 5/12-5/15 | Bike Week - Myrtle Beach, SC |
| 5/21-5/23 | Brian's Harley-Davidson - Langhorne, PA |
| 5/28-5/30 | Bridging the Gap - Myrtle Beach, SC |
| 6/4-6/5 | Doc's Harley-Davidson - Kirkwood, MO |
| 6/12-6/13 | Gutteridge Harley-Davidson - Danville, IL |
| 6/16-6/19 | Laconia Bike Week - Laconia, NH |
| 6/22 | Harv's Harley-Davidson - Macedon, NY |
| 6/25 | Big River Rally - Ft. Madison, IA |
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| 7/2-7/4 | Ernie Williams Harley-Davidson - Algona, IA |
| 7/10-7/11 | Gengras Harley-Davidson - E. Hartford, CT |
| 7/16-7/18 | Competition Accessories - Springfield, OH |
| 7/23-7/25 | Bikefest - Carlisle, PA |
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| 9/17-9/19 | H-D of San Jose - San Jose, CA |
| 9/22-9/26 | H-D of Reno - Reno, NV |
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| 10/29-11/1 | Open |
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| 11/13-11/14 | Bike Fest - Okeechobee, FL |
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| ★ *1/8/2005* | ***2nd Annual Dyno-Drag Nationals - Pomona, CA*** |

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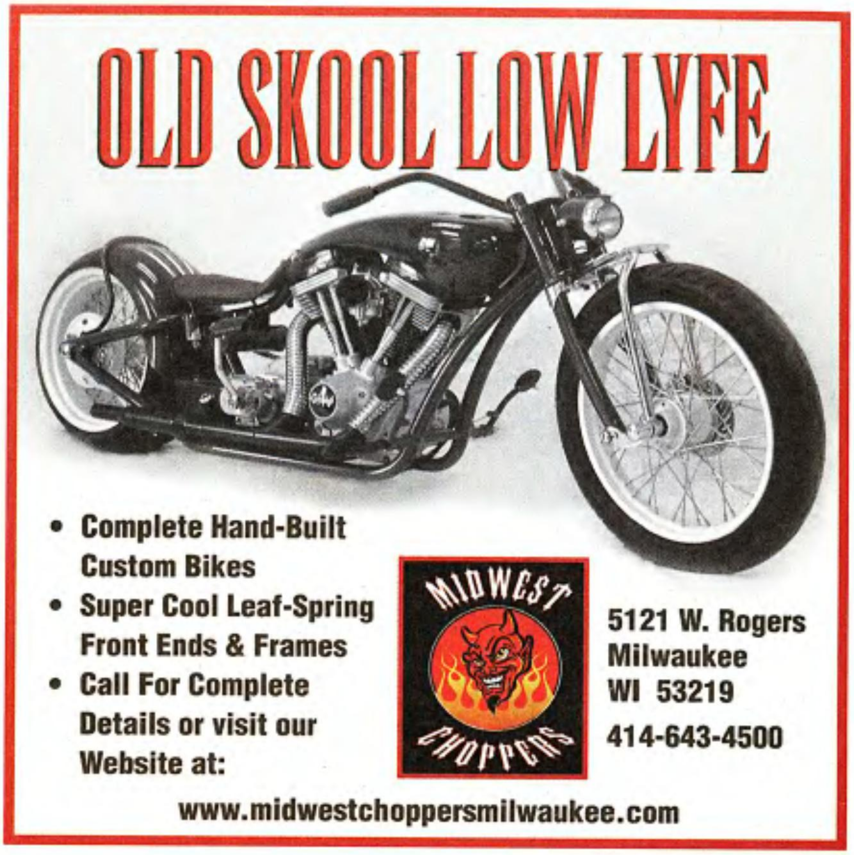
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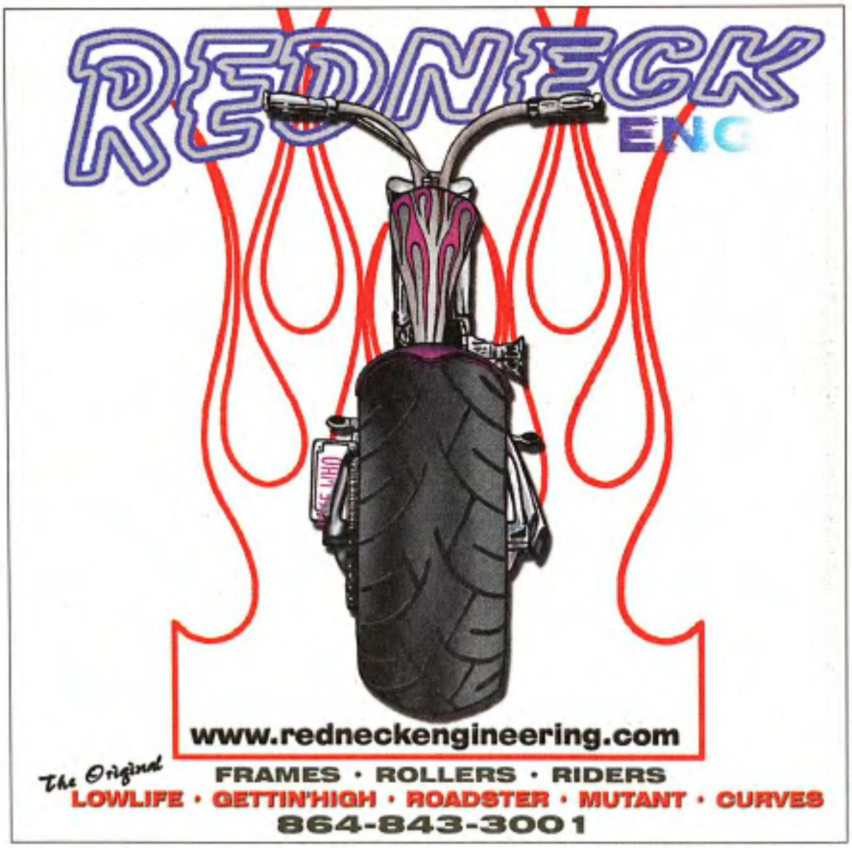
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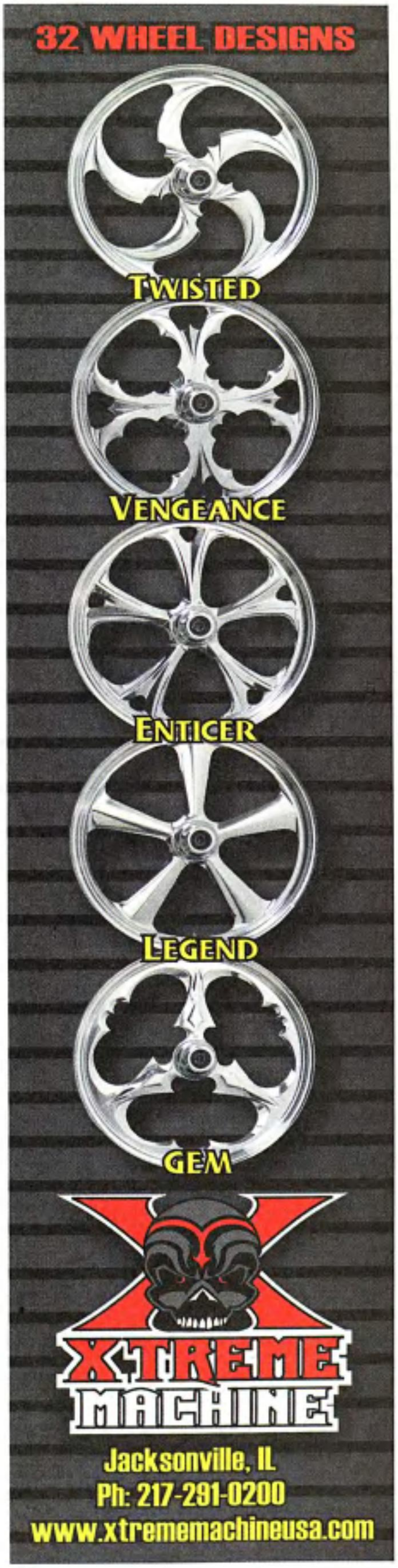
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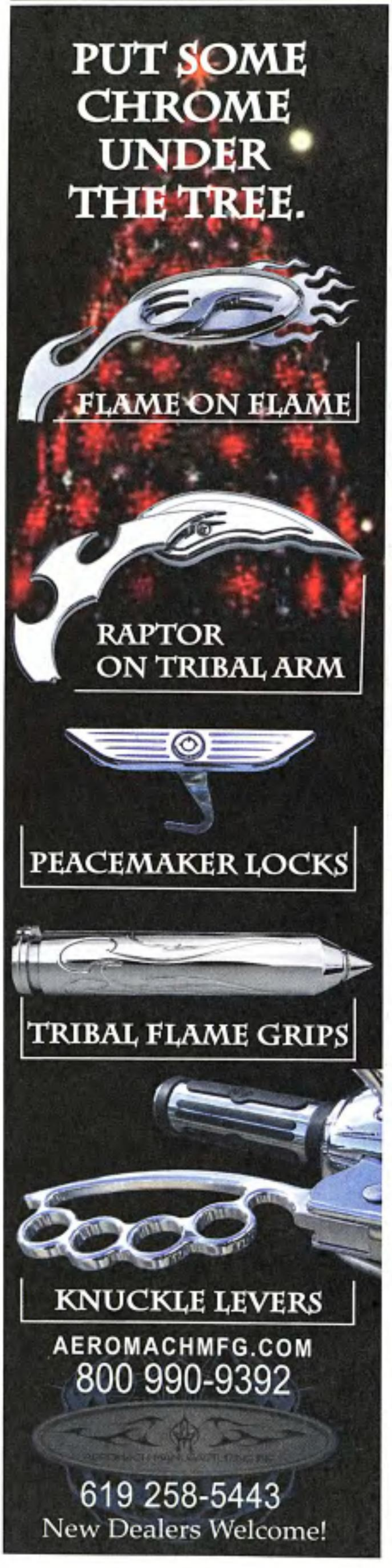

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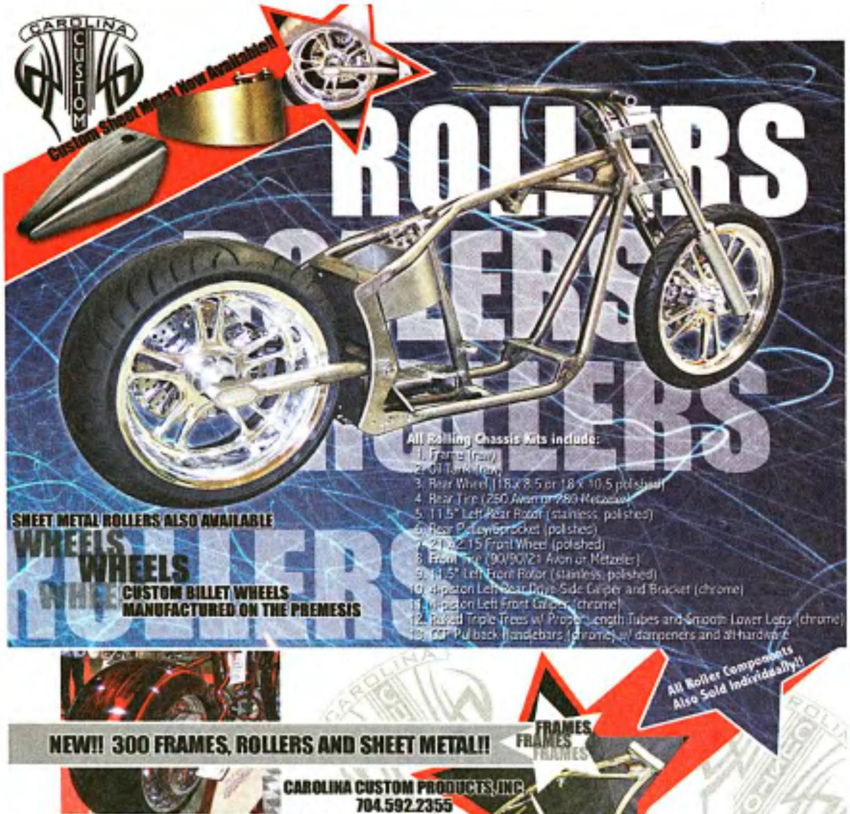

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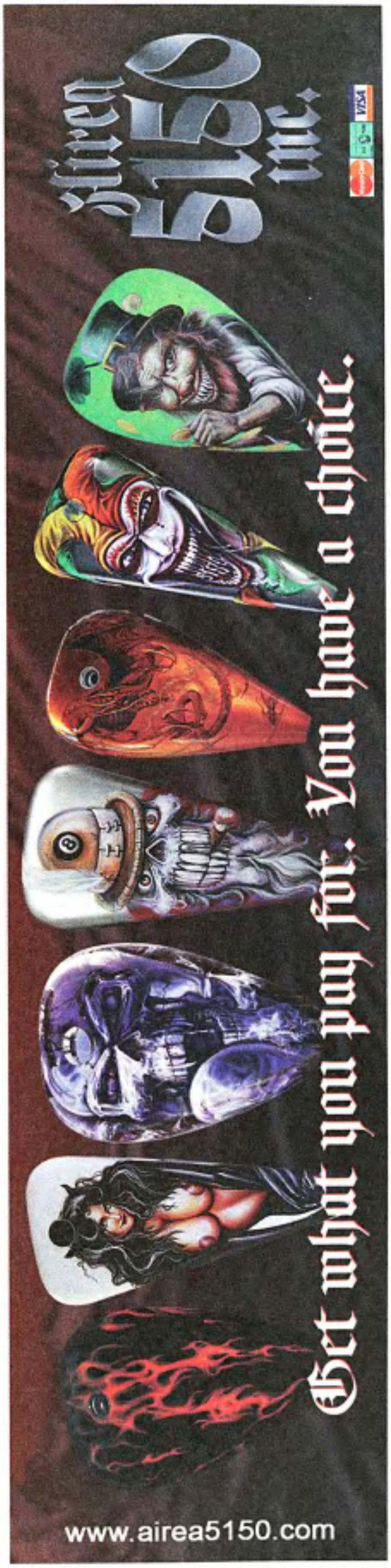

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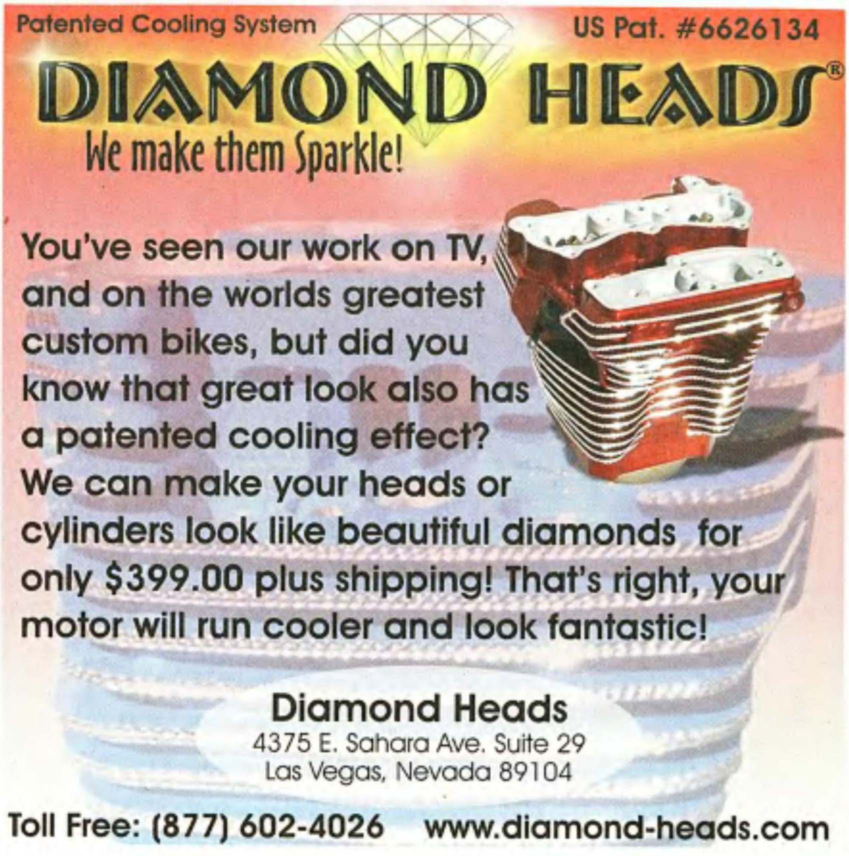
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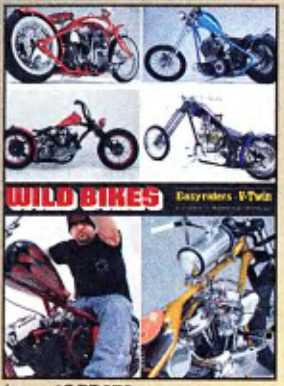


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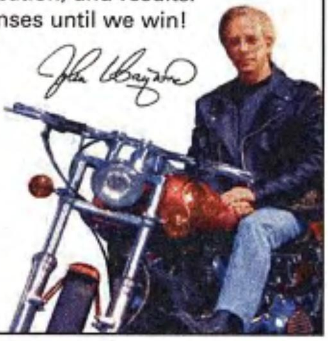

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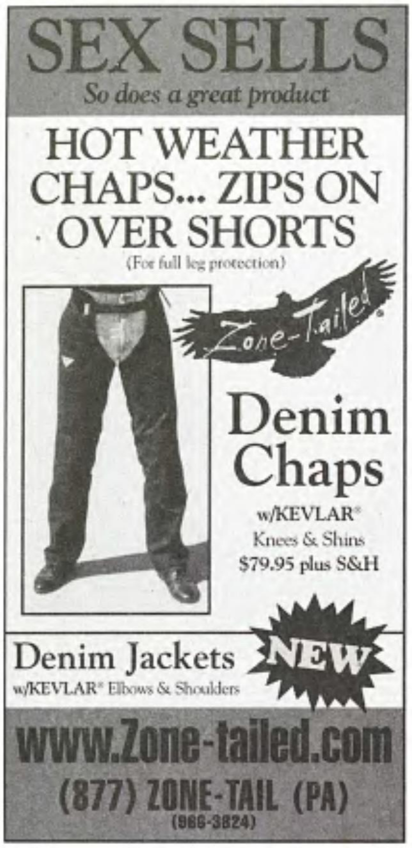
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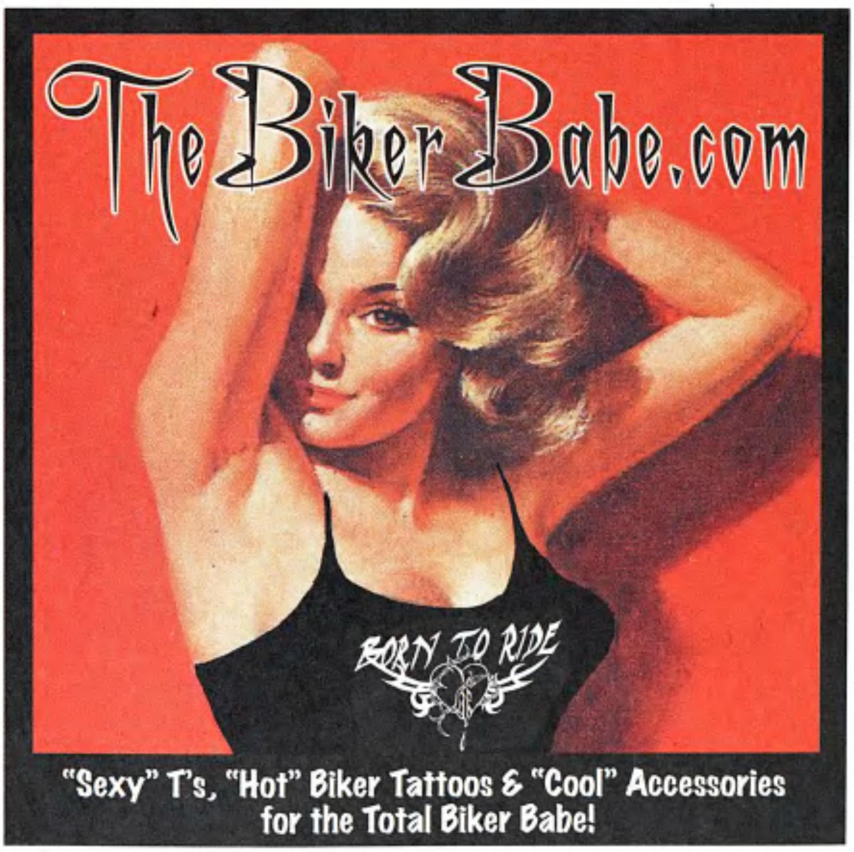
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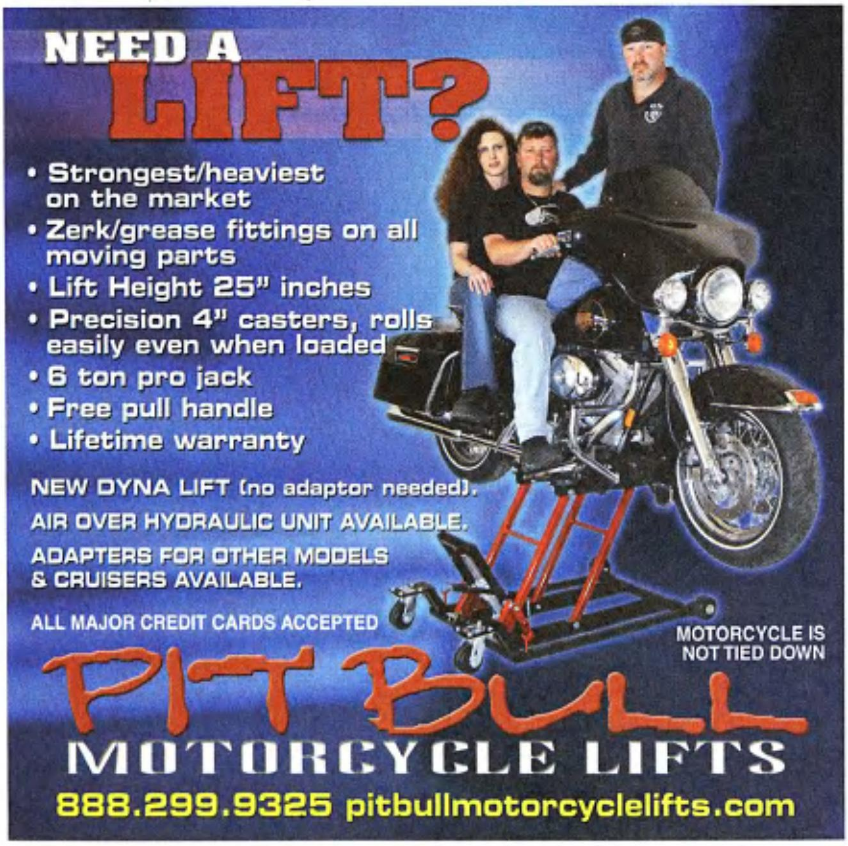
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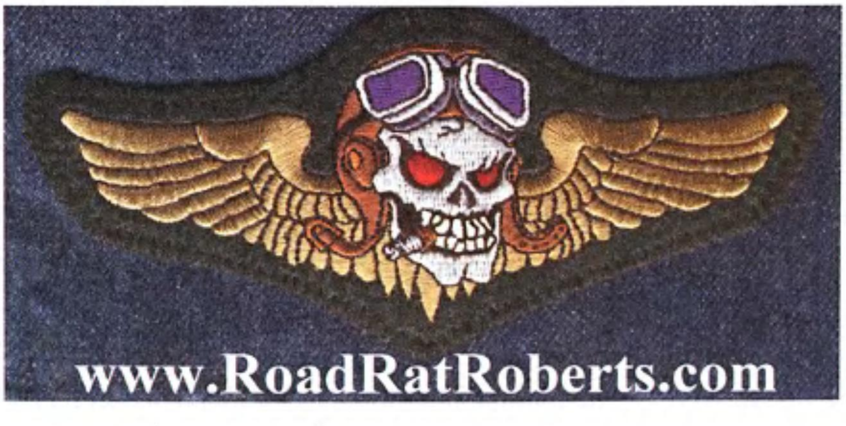

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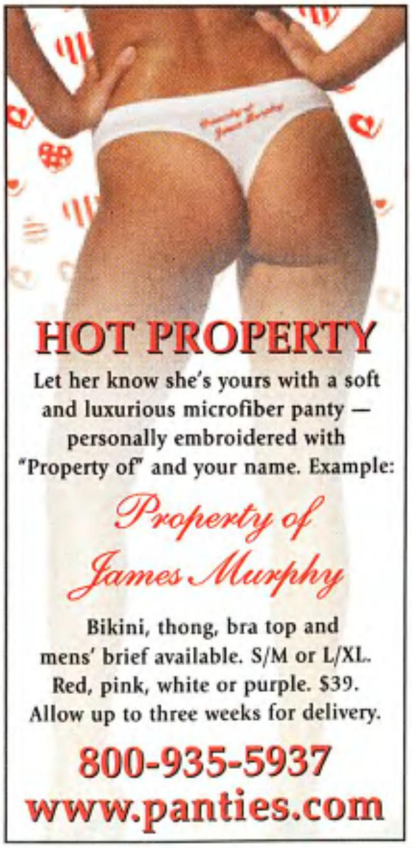

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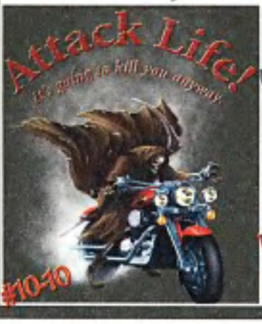


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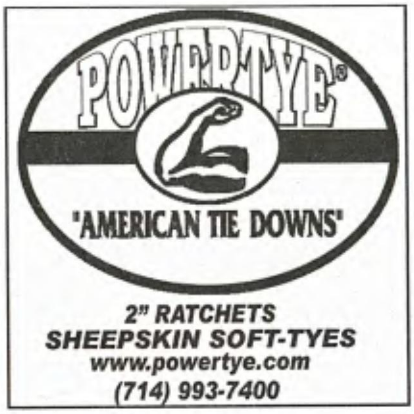
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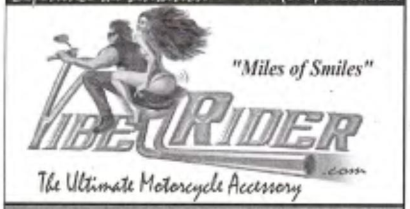


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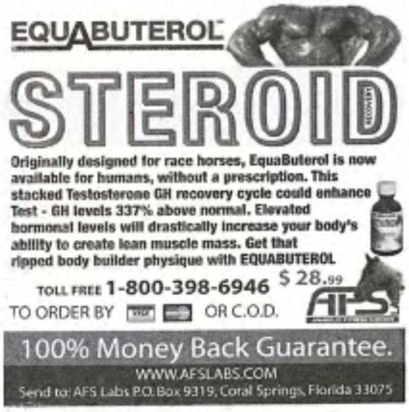
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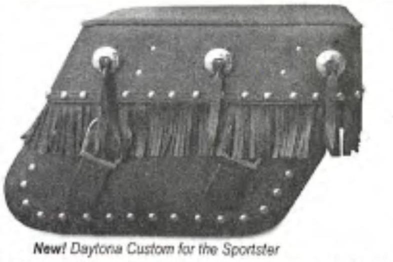

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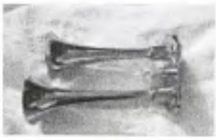

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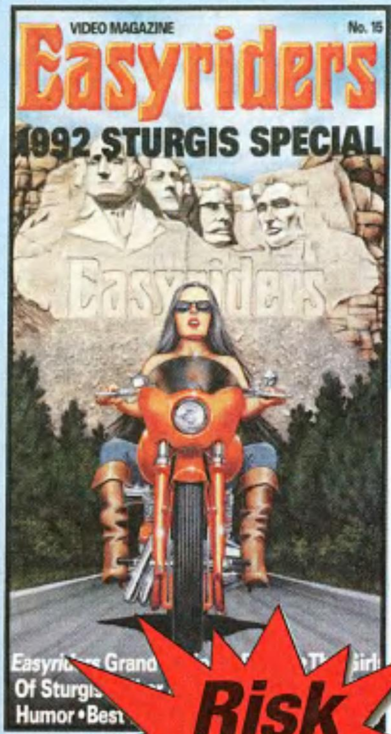


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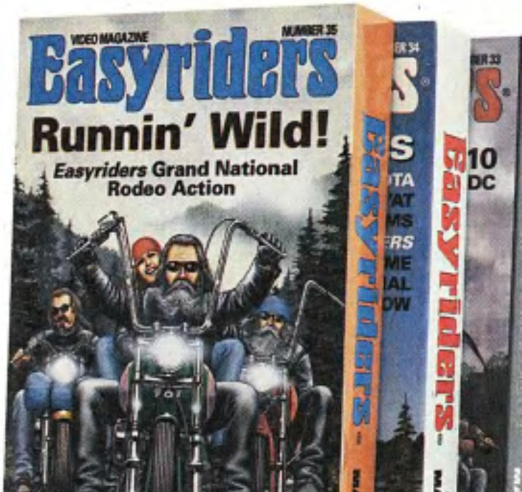


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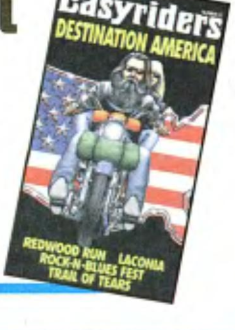

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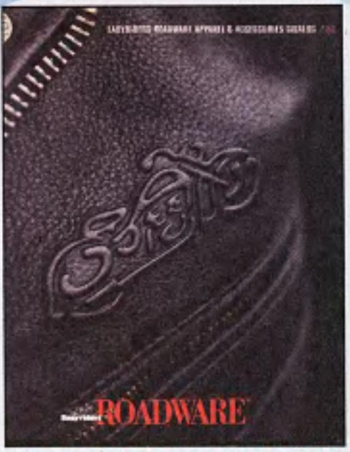


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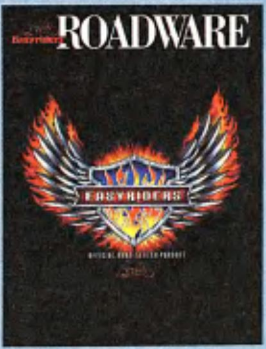


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We've tried the first and it's OK except for getting up and down all the time to get tools and parts. Lifting the bike up is the best except that when you aren't using the lift it still takes up valuable shop space. What the world needs is a bike lift that gets out of the way when it is not being used. To this end Kendon, the guys that make the fold-up bike trailers, have developed a fold-up, stand-up, lift.

The Kendon Fold-Up Stand-Up bike lift is fabricated from steel tubing that is welded together into one of the slickest designs you ever saw. It's a model of efficiency, and when it's not being used it stands on one end and takes up an area about 2 feet by 2 feet.

In use it will lift a bike up to a 32-inch working height. All you have to do to use the lift is to set it down on the floor, unfold the ramp, push the bike onto it and pump up the lift's hydraulic jack. The lift is completely self-contained, no air compressor or electricity is needed.

The Kendon lift can handle bikes with up to a 70-inch wheelbase and a 1,000 pounds in weight. The front end of the lift has a built-in automatic wheel chock. There are four outrigger-type tie-down points to stabilize a bike when it's on the lift. They also have a wheel jack available that fits on the lift.

The best thing about it is: the Kendon Fold-Up, Stand-Up Bike Lift is available from any Custom Chrome dealer, PN 650627, MSRP $749.95.

*—John Sullivan*

Photos: Manufacturer

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To say that Paul Cox does custom leather seats would be putting it mildly. Paul's work continues to grace the finest choppers ever built by such notable folks as Indian Larry, Jesse James, Billy Lane, Hank Young, Exile Cycles and so many others that it's hard to keep track. Paul's leatherwork is as unique as the motorcycles he designs his seats for and there's a Web site (www.paulcoxleather.com) where you can see this man's handiwork in case you're in the mood for a seat that no catalog can provide.

Style-wise, Paul's seats are low-slung, low-profile saddle-style seats that draw attention with the intricate hand-carved patterns that are Paul's specialty. Very few pattern tools are used in Paul's creations as his primary armament consists of a few bevellers and his swivel knife. From there it's all freehand baby and the results are pretty damned amazing.

Whether creating a seat for a well-known builder or for a first-time wrench, Paul likes to build a seat that matches the feel and the flow of the bike where the graphics are the primary focus. With his reputation for style and quality, most of the big builders Paul creates for let him run wild with his own ideas, having the level of trust in his talents to realize that the finished product will blend into the bike perfectly. But just how the hell do you build such a reputation? Time, baby, time.

Paul has always been the kind of guy who was always creating, always developing his skills while expressing his individual style in everything he has done. From sculpture to his signature leatherwork, Paul's craft has been a lifelong pursuit. As he gained skill and experimented with more and more creative outlets his work raised more than a few eyebrows along the way, and steadily he was taking on work from all sides. This dedication to quality eventually allowed him to pursue his leatherwork full-time and, after 12 years of enthusiasm for his craft, you can see it in everything he does.

The ideas are half the fun and he gets plenty of time to banter around new ideas with Indian Larry with whom he shares a shop in Brooklyn, New York. Paul says many hours are spent with Indian Larry tossing ideas back and forth and the creations that emerge from the "what if" mill show these origins every time. This process is boldly stated in

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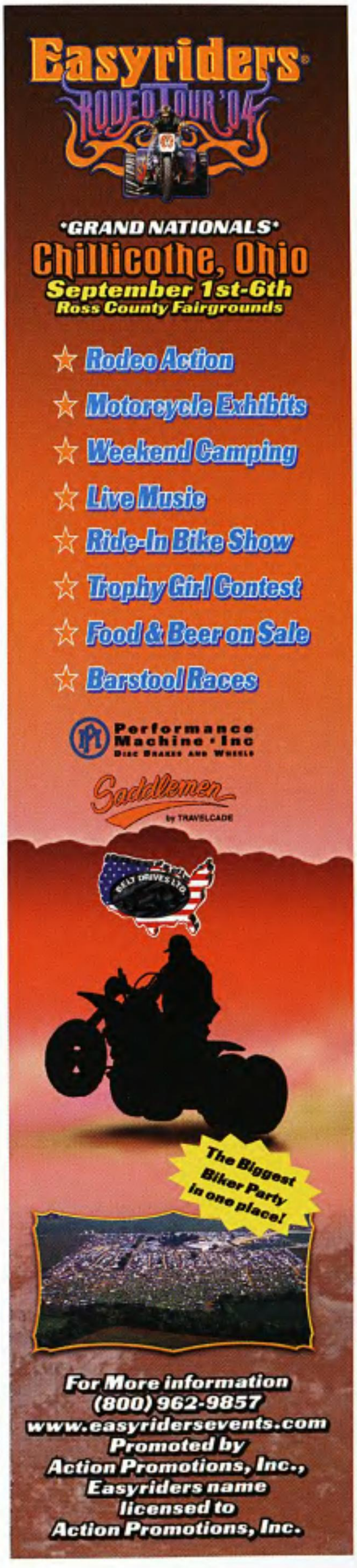
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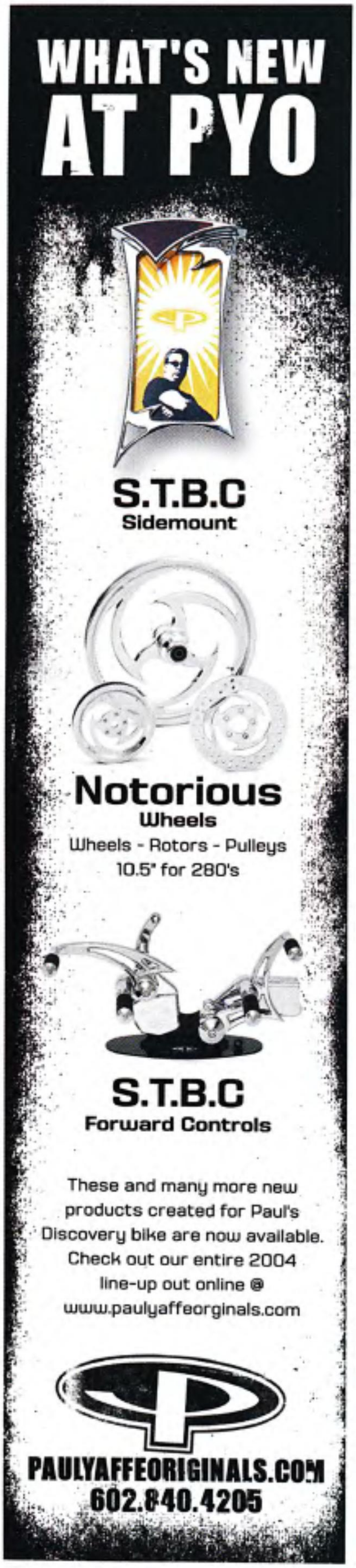
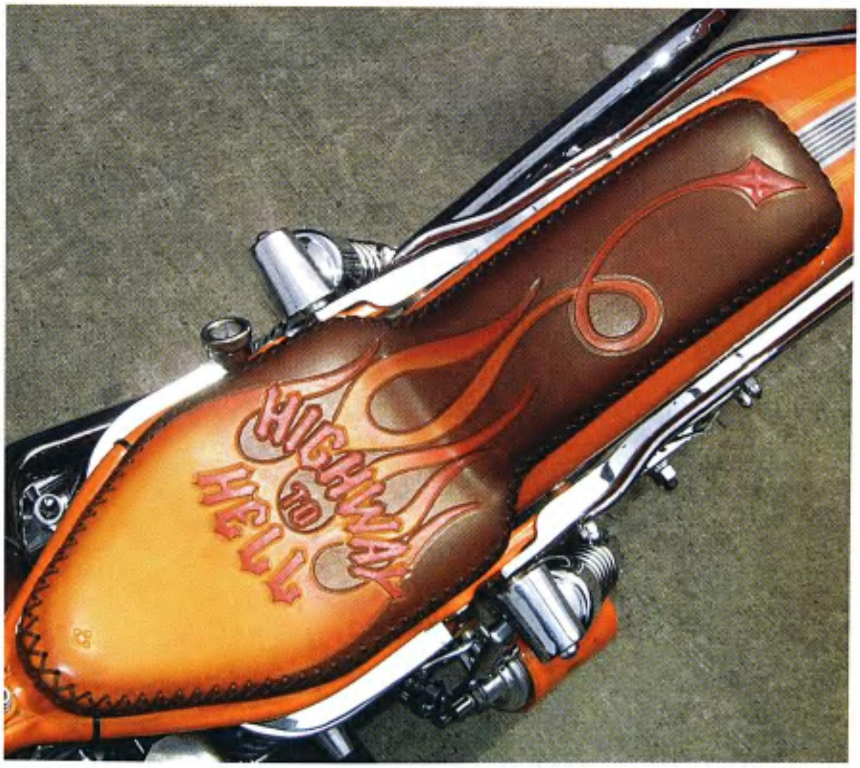



Paul's latest creation, the Rigidaire seat, designed to give hardtail riders a smoother ride. Using a signature Paul Cox custom seat, the Rigidaire system also incorporates air spring technology and an on-board air compressor that we're so familiar with on air suspension systems these days. The end result is a low-slung saddle that is fully adjustable to accommodate damn near any riding condition a slammed hardtail is likely to encounter.

Evolving from his early prototypes that were created nearly two years ago, the Rigidaire system is now a complete kit that can be adapted to damn near any rigid frame adding an extra dimension of style and function to the traditional hardtail. Ideally, the Rigidaire works best with round oil tank setups, mainly because of the bracketry required for the installation, but as we are all aware, the round tank (oval tank, elliptical tank, etc.) is as available now as a 20-over set of forks. In the end (no pun intended) you get a kick-ass seat that won't break your butt on a long putt. Look for the Rigidaire system more in the coming months, as this will



definitely be receiving heaps of press.

With the increasing success of Paul Cox Leather and the massive interest the Rigidaire system is certain to attract, there's no stopping this guy's creative flow or his enthusiasm. Even working hellish hours six to seven days per week, he still starts every day haulin' ass to his shop where the next project awaits.

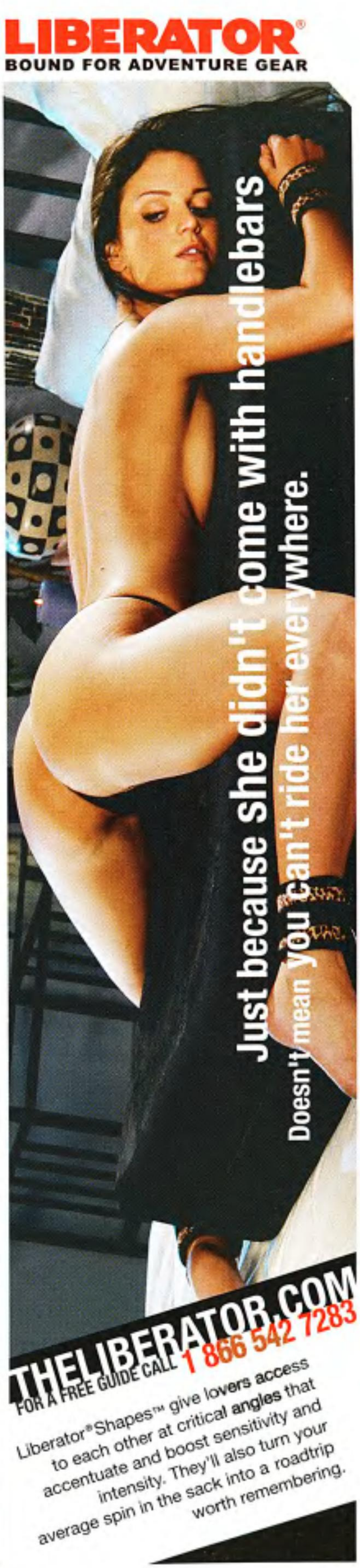
Paul's enthusiasm is infectious, and what is most amazing is the fact he's doing it all as a one-man show. No hired guns to lay the groundwork, Paul's there for every step of a project seeing it to completion with the satisfaction of a seasoned artist.

If you haven't checked out his Web site as of yet, crack a beer and take a look. A few clicks through the gallery photos of his various seat designs will have you thinking it may be time for that custom saddle you've been a-hankering for.

To contact the man directly, send a letter to Paul Cox Leather, 151 N. 14th St., Brooklyn, NY 11211; or give him a call at 718-609-9067.

*—Wordman*

Photos: Timothy White and Paul Cox



## FREE MOTORCYCLE – INQUIRE WITHIN
### Our J&P Cycles Build-A-Bike Is Taking Shape

We just love the idea of giving away a motorcycle. After all, nothing gets our innards flutterin' like the thought of handing some lucky soul a brand-new motorcycle for free. But, you might ask, where does a prospective lucky soul go to wait with hand out, palm up, to receive the keys for this magic beast? The answer…Page 153.

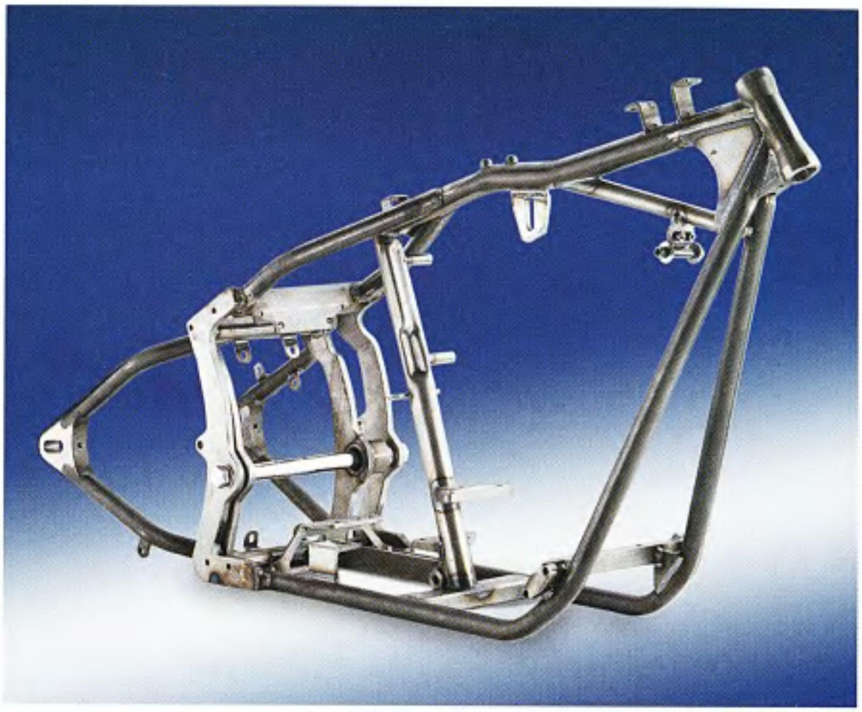
Yes indeed, Page 153 of this month's *Easyriders* contains all of the mystical machinations describing our Sweepstakes that will allow you a chance to become the owner of the J&P Cycle Build-A-Bike you see here. And remember, ya don't have to dirty a finger, ding a knuckle or spend a dollar…all ya have to do is enter the contest.

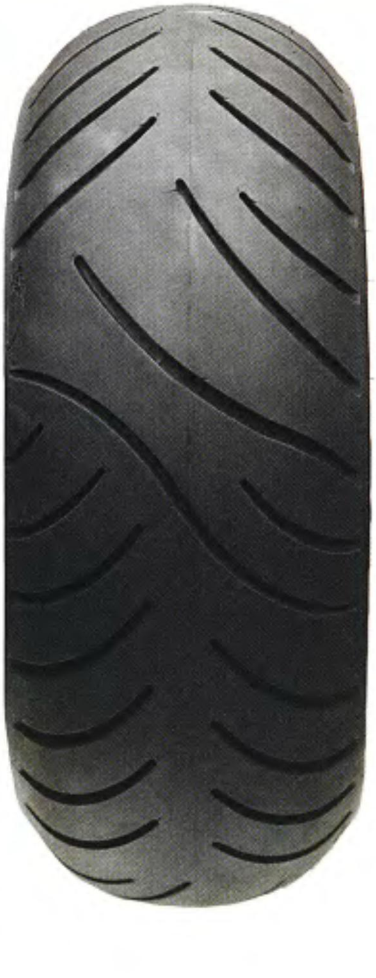
Let's see what our friends at Custom Chrome have been up to. You'll remember form last issue's riveting article that CCI is building the giveaway bike for J&P, a task that is being expertly executed by CCI's HR3 kit bike manager, Ford Stell. Since Ford gets to work with all this cool stuff on a daily basis, we thought it would be downright interesting to give you, the reader, a detailed look at the parts and pieces that were chosen for the J&P Build-A-Bike.

So, let's start at the chassis. The Santee 250 hidden-shock frame is an excellent foundation built of heavy-duty 1 1/8-inch steel tubing to contain your choice of a 230, 240 or 250 rear tire. Built to accept Evo-style engines, our Santee frame will house the new RevTech 110-inch engine backed up by their infamous 6-speed overdrive tranny.

The massive meat of the Avon 250 is mated to an 18-inch RevTech solid rear wheel; up front a 40-spoke, 21-inch wheel fills the bill with RevTech billet brakes for excellent stopping power.

Sheet metal-wise, the Goliath HR3 kit is well-balanced with a set of 6-gallon, fat-bob-style tanks that even out the look of the massive rear tire and its 11-inch wide Ground Pounder rear fender. The front fender is a traditional chrome-bracketed piece that hugs the 21-inch front tire snugly and does the single-disc front end a





nice turn. Added niceties will include chrome billet smooth-top triple trees, Trim Rim headlight and chrome billet grips.

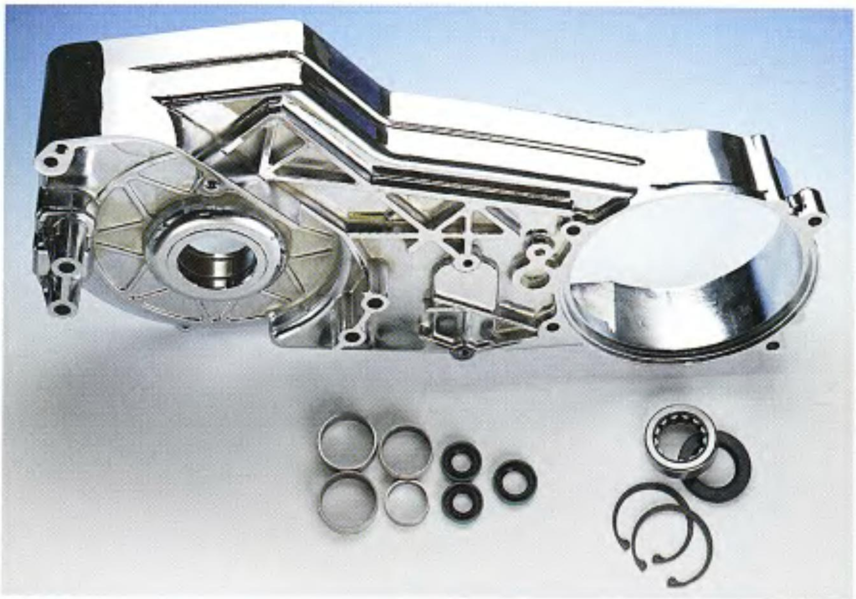
So are ya getting any of this yet? Did ya remember, in between your fits of drooling and spilt beer that this is a bike that you yourself can win and ride gleefully off into the sunset? Well, good. Don't

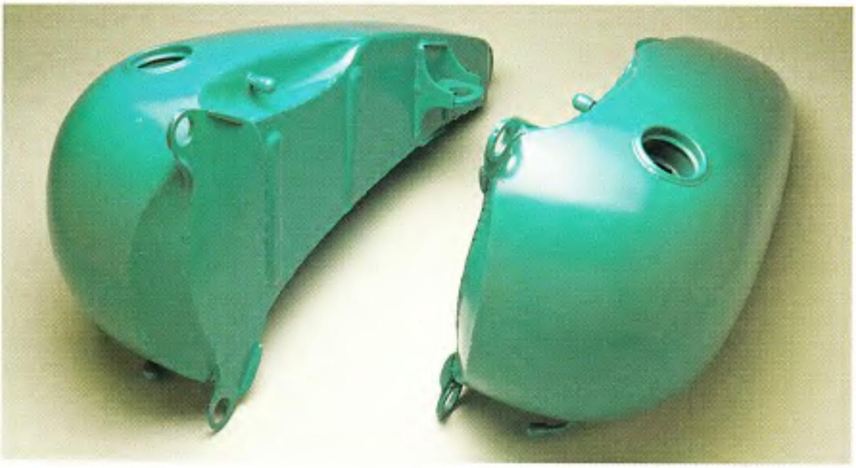
forget to get that entry into the mailbox pretty soon, because we only have a couple of these features left to remind you with until the giveaway happens and you wouldn't want to miss out on that, now would you?

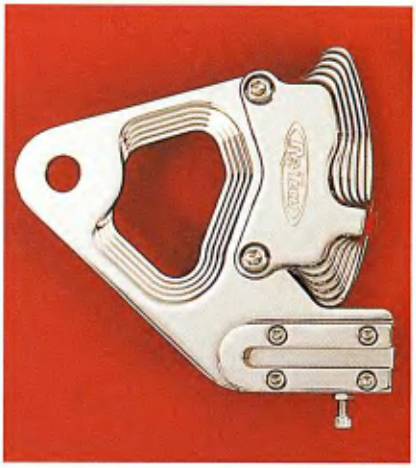
To recap: Your dream bike has been built from all the finery that would have so many a page dog-eared in your J&P catalog. We have the fine folks at CCI (www.customchrome.com) assembling the beast and of course, *Easyriders* bringin' it all to ya (with rules and regs, once again, on Page 153). With one simple entry, you have all your bases covered, so keep them cards 'n letters a-comin' folks, or you can also go and on J&P Cycles site (www.jpcycles.com) to sign up as well.

We got us a bike to give away!

—*Wordman*







Photos: courtesy of Custom Chrome

# You could win this GOLIATH Softail

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CCI's kit bike manager, Ford Stell, is personally building this very special Goliath. And it could ultimately be yours. It'll have a RevTech 110 inch motor with a 6-speed overdrive tranny, 21/2" diameter Santee pipes, RevTech billet brakes, 6-gallon Fat Bob gas tank, complete chain-driven primary system, and many more custom goodies.

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Use the attached Official Entry Form or write your name, address, phone number, and "EASYRIDERS/ J&P Cycles SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: Easyriders/J&P Cycles 5th Annual Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by December 1, 2004. Easyriders/Paisano Publications, LLC., assume no responsibility for lost, misdirected or late mail.

Prize is not transferable and not redeemable for cash, and may not be exactly as shown above. No substitution of prize is permitted. One Grand Prize with approximate retail value of $25,000.00

Winner will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, which can happen, a random drawing will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/J&P Cycles and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

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Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders /J&P Cycles and none will be returned. Winner grants Easyriders /J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the prize winner, send a separate stamped, self-addressed business envelope to: 5th Annual Christmas Gift Sweepstakes Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301.

**NO PURCHASE NECESSARY TO WIN.**

## GIVE YOURSELF A BRAKE
### Installing LRB Pads

There's no better feeling than riding hard, whether it's accelerating, cornering or stopping. For a bike to be able to do this requires great mechanical effort from a whole bunch of different parts. When you are stopping, the bike's front-line troops are your brake pads. The pads must be stout enough to clamp onto your rotors with enough force to stop over 750 pounds that is moving at a high rate of speed. On the average ride they have to do this over and over again, in a working environment that is hellish. The surface temperature of the pads can get up into the 450-degree range. It's no wonder that a set of pads lasts only about 5,000 miles.

Which brings us to the heart of the story, the *Easyriders* Victory test bike. It has been in our test fleet long enough for us to turn the front pads to nothing, not that we rode it hard (sure we didn't), but we do need to test bikes under all types of conditions. To get the bike back in shape for further action in the local stoplight stampede, we picked up a set of pads from Lyndall Racing Brakes. We used their high-performance Z series pads; they use a carbon and Kevlar based formula that is extremely tough. We've used these pads before and found that they offer quit a bit better stopping performance than the stock pads. As a side benefit, the Z series pads don't leave a bunch of gray dust all over the wheels, rotors and calipers.

Installing the pads was one of those jobs that took more time to think about than actually do. Granted we put the pads on a Victory that has Brembo calipers, but installing a set of pads on a Harley, or most of the aftermarket brake calipers, is just about as simple. If you haven't installed brake pads before, get a copy of a Harley or Clymer service manual for your model bike. Both of these books are very complete when it comes to routine service operations.

Lyndall Racing Brake pads are available from your local Drag Specialties or Bikers Choice dealer. If you have any questions, call Lyndall Racing brakes at 800-400-9490.

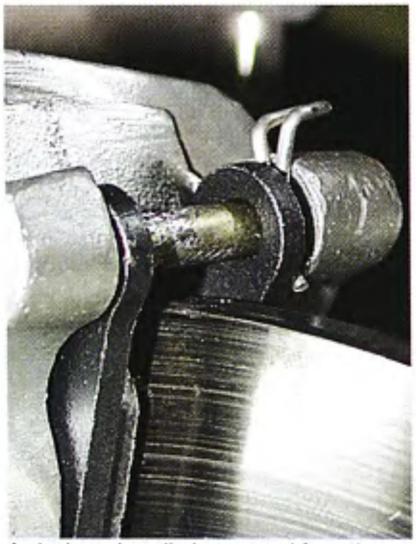
*—John Sullivan*

The Lyndall Racing Brake Z series pads, MSRP $42 per set, for either the front or rear. If you are replacing your pads with high-performance pads, do both the front and rear wheels at the same time, with the same type of pads. And it doesn't take a whole lot of tools to install brake pads. On the Victory, we used a 5/16-inch hex wrench, a pair of needle nosed pliers and a pair of snap ring pliers.

The object of our attention, a 2002 Victory; it comes with multi-piston Brembo caliper and floating rotors.

On the front wheel, the caliper has to come off. This is where the hex wrench came in. Most brands of front calipers are attached in a similar manner.

...the pads to be removed from the bottom of the caliper opening. The new pads are then slipped into the caliper and the pins and clips installed in the reverse order.



A single spring clip is removed from the pad's retaining pin.

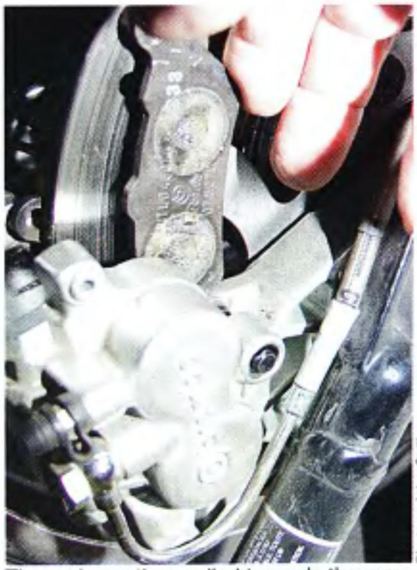
The pads are held in place with a pair of pins that are secured with wire spring clips. These clips are reusable; some brands of calipers use cotter pins, which should be replaced each time that they are removed.

With the pads in place, we used the snap-ring pliers to spread the pads inside of the caliper body. This pushes the caliper's pistons back into the body so that the caliper can be fitted over the rotor. Once back on the rotor, the caliper was secured with its mounting bolts, which were given a drop of Loctite prior to being threaded into place.

The pad-retaining pin is pushed towards the wheel, freeing the ends of the pads.

The pins are pulled out of the caliper and pads, which allow...

On the Victory's rear wheel, the caliper doesn't need to be removed.



The pads are then pulled towards the rear and removed from the caliper. To install the new pads, the process is just reversed.

Photos: John Sullivan

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# ReadersRides

**Andy Ivy Jr.**
**Watauga, Texas**
**1988 FXR**

Andy bought this bike back in '97, and according to his own opinion, it was a piece of crap. Or, as he puts it, "It needed a lot of TLC and some modifications to fit my standards."

Considering he's wearing a Charles Manson T-shirt, many of you may doubt his standards or at least wonder about what they might be, so let's just look at some of what Andy's done to the bike to illuminate Andy's *modus operandi*. "I started with the gas tank and the electric system," he says, "and I moved the electric system onto the new double gas tank. In order to get the wiring, the headlight had to be completely removed. All the wiring was inside the headlight, which was cut off and replaced with a shiney new chrome headlight."

Well, not much of yardstick so far, is it? Luckily, there's more. He also relocated the oil filter and oil lines, which apparently is when he espied the wheels, which, he says, had sat for years and had started to rot. "It was bad!" he embellishes the situation. "I replaced the tires, redid the mags, put on new rotors and brake calipers."

Another look, and the pipes come into view. "I added new ones as well as flame accessories and new forward controls. Then I took off the sissybar and aluminum struts."

Last, but certainly not least, he paid considerable attention to the motor. "I replaced all the stock stuff and beefed it up. I put Edelbrock heads and Wiseco pistons on it. I added a Crane HI-4 ignition and an Andrews cam."

And soon, lo and behold, she was "ready to roar down the open road like a real hot rod. I finished off the job with a new seat, scoop, and a killer paintjob to boot."

This was presumably no reference to Andy's apparent T-shirt hero, but rather an expression of enthusiasm for the flame job.

*—Tripper*

Photos: Owner

# ReadersRides

**Scott Irvine**
**Mesa, Arizona**
**2002 Custom**

His name is Scott and these are photos of the very first bike ever built by his shop, Class Act Customs, LLC. "I am part owner of our family business, Irvines Collision Center," he says about the 20-year-old body shop. Seems Scott bought himself a custom Softail in the late '90s, and he just couldn't leave it alone. "I changed things on the motor," he says, "and put Legend Air on it. We changed all the sheet metal, then painted it."

So far, so good, you'd think. But no! Scott was bitten by the bug, the evil bug of ground-up custom building. "Clean and simple, with only the best parts," he adds. "So I went to the Laughlin River Run in 2001 and checked out every vendor there. I wanted to see what was available before I started the new bike."

It took a year for Scott to complete the bike, and it probably would have taken much longer, had his buddy Tom Kegler not helped him. Tom, if you must know, is the painter at the body shop and Scott's friend for more than 20 years.

But, of course, there had to be something for Tom to paint first. Scott started with an Atlas frame "built to my specs." He added a set of WCC fenders, a Patrick Racing motor, and a Baker transmission—yes, right-side drive. "When we completed it, we took it to the Las Vegas BikeFest. It was entered as a custom in the bike show and took second place. We were even approached by the Speed Channel and asked if we would do an interview and let them film the bike."

Hmm, what do you think Scott's answer was? "Of course we accepted their offer!" The bike aired on *American Thunder* last December.

"The idea behind our new company is to build simple, high-end, top-quality bikes," he summarizes. "Street rods on two wheels."

Who knows, maybe we are witnessing the birth of a real class act here? Maybe the *Great Biker Build-Off* will be next!

—*Tripper*

Photos: Owner

## Peter T. Horner
## Lancaster, California
## 1947 Knuckle

In this installment, as part of our continuing efforts to entertain and educate the riding public at large, we bring you another literary gem from the infamous "Pa Gooseneck" rhyme collection.

*Little Pete Horner*
*Rode 'round the corner,*
*'stride his knucklehead sleigh;*
*He twisted the throttle,*
*Took a sip from his bottle,*
*And hollered,*
*Get the fuck out of my way.*

Good thing the "Pa Gooseneck" collection was written long ago and is considered part of our cultural heritage, because otherwise we couldn't quote it without having to fear heavy reprisals form the moral majority.

Upon closer inspection of these verses, we find that they are, in fact, allegories pregnant with much deeper meaning. Take the first line, for instance: "Little Pete Horner." Well, Pete may not be so little anymore, but more than that, this line refers to his original, simple plan of "just taking the engine and transmission and putting them into a Santee frame," with the remaining parts being refurbished and assembled into a rolling chassis.

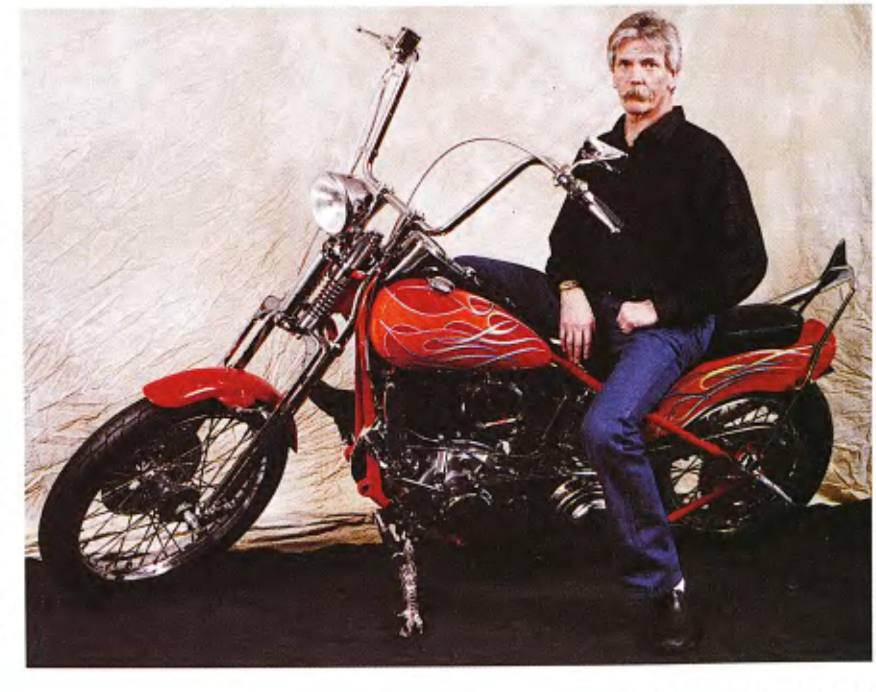
No little feat, as Line 2 symbolizes the troubles he encountered in getting his ride going, with "around the corner" implying unforeseen things such as sandblasting the original Bullnose frame and then starting over from scratch.

Line 3 simply expresses the sleigh-like support from three striding men: Painter Joe of Williams Motors who reconditioned the knucklehead motor, Don Chriest of Harmony Customs who did the paint and some fabrication, and Pat Luisi of Luisico who did the welding and some more fabrication.

While Line 4 indicates that Peter did the assembly (including an S&S Super E carb, a foot shifter with mousetrap, and the throttle) himself, Line 5 tells of the creative breaks he took. In Line 6 we can almost hear the addition of a set of hollering Paughco upswept fishtails, and in the last line, the 2-over Paughco springer front end and the mechanical rear brake bring the entire opus to an almost crashing crescendo.

Any questions so far?

*—Tripper*



Photos: Owner

# ReadersRides

**Marty Kline**
**Sparrow Point, Maryland**
**1990 883 Sportster**

Marty didn't have much to say about his bike, but what he did say was, well…truly enlightening. "It took me about two years to build this bike," he starts his story. "First I put it together in the primer stage, and then I rode it for a year like that to get the bugs out."

Reading between the lines, we come to the conclusion that Marty likes to take his time with projects. Now, I don't want to call him a procrastinator, but…does it really take a year to figure out what bugs your bike might have? Maybe he was simply taking his time to contemplate a paintjob that might do his Sportster some justice. You know, maybe something in a soothing blue tone, combined with the basicness of, say, a primary color…yeah, like royal purple and, uh, yellow. A year of riding will get a man to thinking in all kinds of ways.

After Marty had been cruising around naked, so to speak, for about a year, he tore the whole thing apart again sent the parts out to Preston Doyle, who handled them very ably and with a gentle brush. "I put it back together and have been riding the bike every day since then," Marty tells us.

The whole thing rests in and around an Atlas hidden-shock frame, a set of Jesse James fenders, a Fat Katz tank, a set of Porker pipes, Arlen Ness handlebars and controls, and Sturgis wheels. Add to that the fact that you've got a 180 rear and an 18-inch front wheel, both shod by Avon, and you've got yourself a pretty impressive 883. Well, not you personally, but Marty, the hero of this page. And he knows it, too. "I am very proud of this bike," he says. "I did all the work myself in my 12-by-12 backyard shed."

Let's see, 144 square feet and 883 cubic inches, that's…hmm, carry the nine…6.132 cubic inches per square foot. Whatever that means.

*—Tripper*

Photos: Owner

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CUSTOM PRO-STREET BIKE OFF THE SHELF

# AMERICAN IRONHORSE: TEN YEARS AFTER

The trend towards pro-street-styled bikes started about 10 years ago. The early designs sometimes had a headlight or chin faring, but they all involved three key elements: unobstructed motor, long, low stance and a big rear tire. The bikes were usually built from radically modified FXR or FX 4-speed frames.

In looking back through the *Easyriders'* library we see a lot of head-turning bikes that builders spent untold time and dollars to complete. Well, fast forward to the 21st Century and *violá* a custom pro-street bike can be had off the shelf. The Slammer from American IronHorse is as cool a pro-street bike as ever graced our pages.

The bikes from American IronHorse came on the scene at just about the same time as pro-street bikes started appearing in the pages of this magazine. Although their first offerings were more of the custom cruiser variety, the designers at AIH were watching other styling trends.

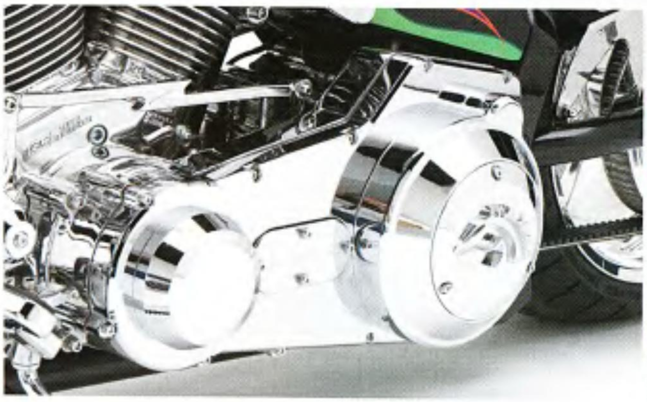
Over the past several years they've brought out bikes that were styled on the pro-street theme; some were a little more cruiser, others leaned to the power side of the style. Well, for 2004 their Slammer model hit the pro-street bike bullseye. Not only does the Slammer have the styling nailed, AIH has upped the ante in the powertrain department, now the bike runs as hard as it looks.

The Slammer is built around three basic components: a Daytec big-tube hidden-shock frame, a 111-cubic-inch S&S motor and a 240-x-18-inch rear tire. This combination gives the bike the long, low look and the power to back it up.

The frame has a 2-inch stretch and 38 degrees of rake that extend the front wheel out forward just far enough to keep the bike on a correct heading at any speed. The big motor is capable of making speed well into the triple digits; it is inhaling through an S&S Super G carburetor and exhaling into a high-performance 2-into-1 exhaust system. All of that power gets to the road through a 6-speed transmission and belt final drive that is connected to the massive rear tire.

AIH has fitted the bike's wheels with 6-piston calipers squeezing custom rotors that are styled to match the polished billet wheels. Speaking of wheels, there are 10 different styles available as a no-cost option on the Slammer.

As good as the Slammer's specs and handling are, the bike looks even better. The custom fenders, oil tank and 1-piece gas tank feature timeless styling and flawless paint. The front end has streamlined polished sliders and hard chromed legs mounted in polished billet triple trees. The drag-style handlebars use extended chromed billet risers that have a cool



integrated digital speedometer.

For riding comfort, the billet hand controls include a hydraulic clutch. The bullet-styled headlight and marker lights add to the bike's functional appearance. As would be expected of a custom bike, the motor and transmission are polished and finished off with chrome covers. All of the hardware used to assemble the bike is either chrome plated or polished.

So, after going over the Slammer and all of its features we came to the cost, it has an MSRP of $34,500. We think this is an exceptional price point for a bike of this caliber, especially when you consider that five or so years ago you would've had to spend substantially more with a custom shop to duplicate it. For more info visit www.americanironhorse.com or call 817-665-2000. *—John Sullivan*

**Owner:** ..............Could be You
**City:** ................Any Town, USA

**General**
Fabrication: ........................AIH
Year/make: ..............2004, AIH
Model: ......................Slammer
Assembly: ..........................AIH
Chroming: ..........................AIH

**Engine**
Year: ...............................2004
Builder: .............................S&S
Displacement: ..........111 cubic inches
Cam: ...............................S&S
Carburetor: ................Super G
Pipes: ...............................AIH
Ignition: .............................AIH
Special features: ........polished

**Transmission**
Year/make: ..............2004, AIH
Gears: ........................6-speed

**Frame**
Year/make: ..........2004 Daytec
Type: ..................hidden-shock
Rake: ......................38 degrees
Stretch: ......................2 inches

**Painting**
Molding: ...........................AIH
Painter: .............................AIH
Graphics: .........................XTR
Color: ........whatever you want

**Front end**
Year/make: ................2004 AIH
Type: .......................telescopic
Length: ............2 inches under

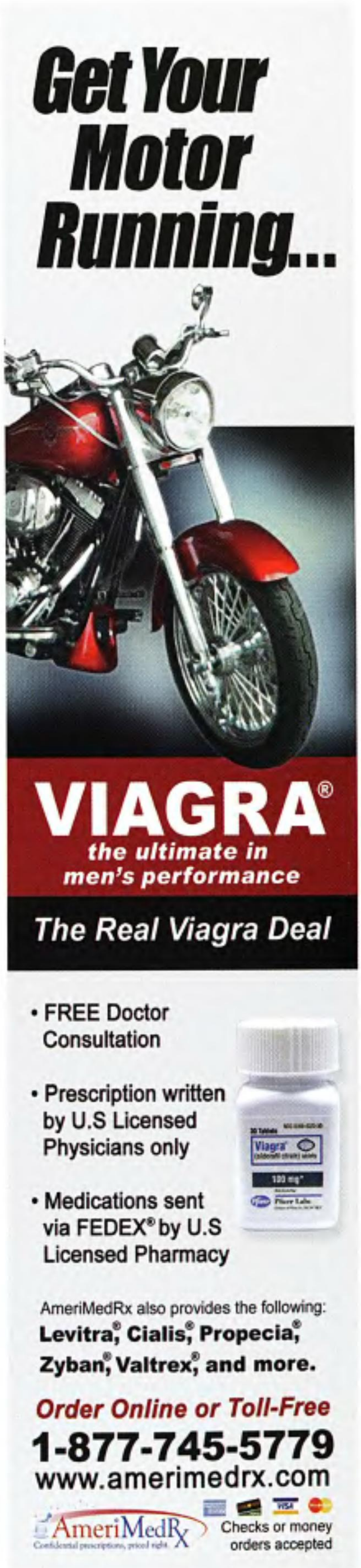
**Accessories**
Gas tank: ........1-piece custom
Oil tank: ......................custom/ winged
Fenders: ...........................AIH
Seat: ..................................solo
Handlebars: ......................drag
Risers: ..........................10-inch
Hand controls: ................billet
Grips: ...............................billet
Mirrors: .............................dual
Foot controls: ..................billet
Pegs: ................................billet
Speedo: ..........................digital
Headlight: ................5 3/4-inch bullet style
Taillight: .........................billet, side mount
Special features: ..............flush gas cap

**Wheels**

**Front**
Style: ...............................billet
Make: ...............................AIH
Size: ..........................21 x 2.15
Tires: ............90 x 21 Metzeler
Brakes: ........AIH dual 6-piston

**Rear**
Style: ...............................billet
Make: ...............................AIH
Size: ...........................18 x 8.5
Tires: ..........240 x 18 Metzeler
Brakes: ................AIH 6-piston

**Photos:** ..........Michael Lichter



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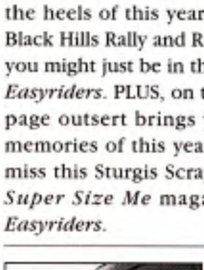
# ComingAtYa

The November *Easyriders* (No. 377) is a true feast of far-out choppers by masterful builders Billy Lane, Metal Rebel, Tom Langton, Sickasso Choppers, Bob Bolognese, Big Bear Choppers and more. We'll also test ride Harley-Davidson's 2004 Night Train and unveil their shiny 2005 models.

This issue is also our Sturgis Special, hot on the heels of this year's 64th running of the Black Hills Rally and Races. If you were there, you might just be in this thrill-packed issue of *Easyriders*. PLUS, on the newsstands, our 32-page outsert brings you all the motorized memories of this year's Sturgis Rally. Don't miss this Sturgis Scrapbook! All in the next *Super Size Me* magazine meal known as *Easyriders*. *On sale October 5th*



The October issue of *V-Twin* (No. 42) brings you our first hand look at America's oldest motorcycle rally, takes you to the awesome Donnie Smith Bike Show and unveils OCC's wild "Liberty" bike as seen on the Discovery Channel's *American Chopper* series. But wait, there's more! Check out Harley's latest Motorclothes, get tech you can use to keep your bike maintainance free and visit the fine folks at Dennis Kirk. We'll also show you cool new ways to dress up your metric bike, feature a Guide to Aftermarket Motors and bring you more new products than ever before. All this PLUS nine incredible custom bike features AND, on the newsstand, our 32-page outsert offers up six sexy customs called "Wild Rides." It's all blastin' down the road your way in the October issue of *V-Twin* magazine! *On sale September 14th*

The ol' November *Biker* has got some bitchin' features like this oh-so-colorful rigid panhead and Davina, who showed us her tasty tits, and then asked to be in *Biker*. Well, why the fuck not! *On sale September 14.*

In Dec. 2004's *Wind* (No. 119), we take a look at June's Laconia Motorcycle Week, then we're Goin' South to view Dixie folks. Jamie, a buxom Midwest brunette, enjoys Jason Fredrick's Penz custom. Newsstand buyers will get "The Secrets of Bike Building." *On sale now!*

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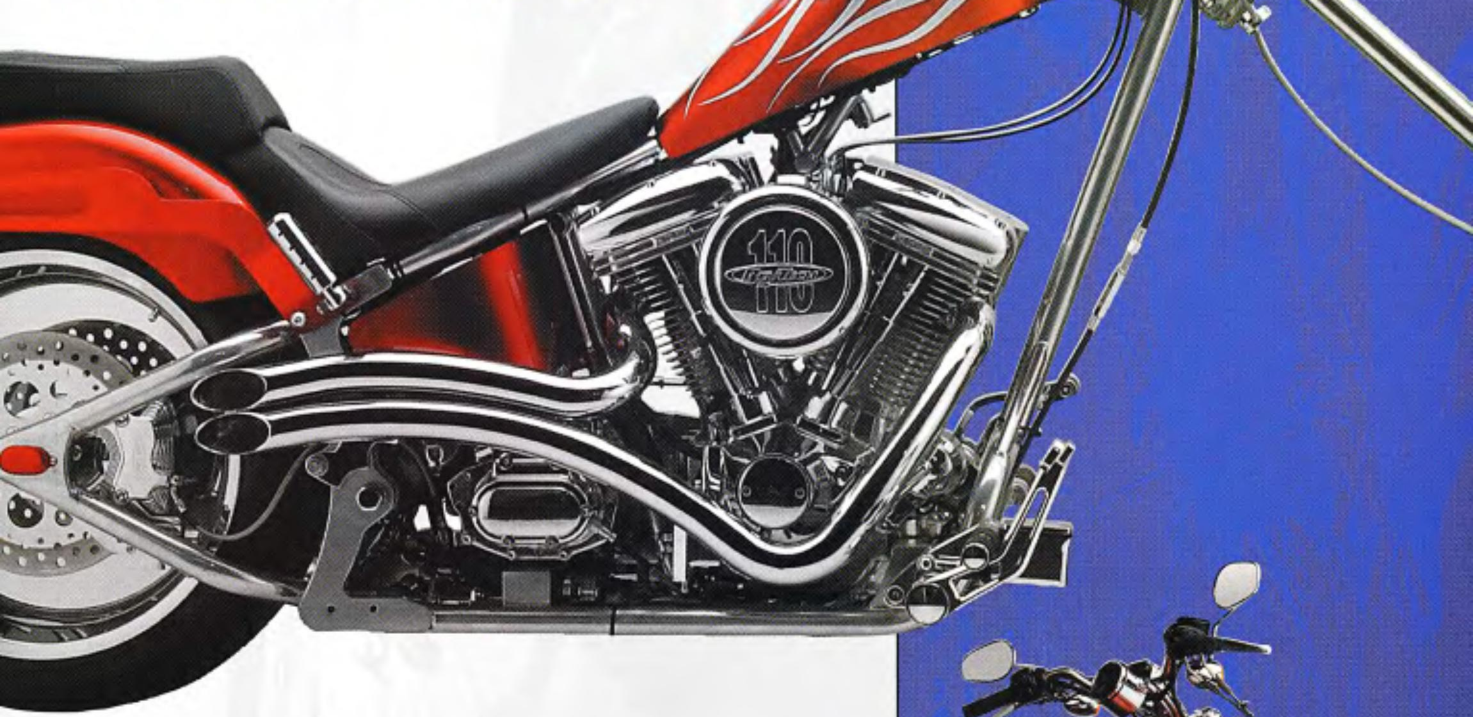

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October 9
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November 13
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Charlotte Convention Center

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*Columbus, OH*
February 18–20
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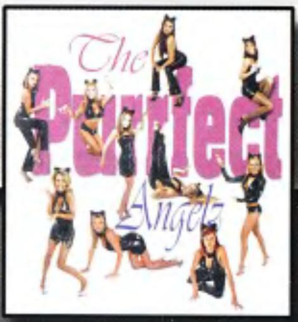

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